GLENDALE—
The CITY of HOMES

THE GLENDALE EVENING NEWS

Daily Except Sunday

DEVOTED TO THE INTERESTS OF GLENDALE

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The CITY of HOMES

VOL. XIV GLENDALE, (LOS ANGELES POSTOFFICE), LOS ANGELES COUNTY, CAL., SATURDAY, JUNE 7, 1919 235

NEW FRANCHISE

AGREEMENT BETWEEN CITY AND GLENDALE-MONTROSE ROAD TO CORRECT DEFICIENCIES

The execution of new franchise agreements with the Glendale-Montrose Railway Company by the city has come about as a result of the permit to relocate their track on Wilson Avenue and remove it from the side to the center of the thoroughfare, where traffic can pass on each side instead of being compelled to travel on but one side. The present instrument is intended to correct the deficiencies of franchises obtained years ago by Mr. Goode and others, and to do away with dangerous conditions.

The recommendation submitted to and adopted by the City Trustees was to allow the company to maintain a track close to the curb at Wilson and Glendale Avenue, but require it to stop all west-bound cars before going around the curve, for the better protection of other traffic. The street is narrow and the approach to the curb seems to be necessary to make the turn. It will not be possible to eliminate all sources of danger, but it is believed they will be reduced to the minimum by this requirement that west-bound cars shall stop before making the turn. The franchise will also provide that the company shall lay double tracks when the city deems them necessary and requires them. The street has been almost ruined by the uneven distribution of traffic caused by the location of the track at one side, and the new location is much more satisfactory to residents there.

SHAKESPEARE SECTION ENTERTAINED

A delicious luncheon and a very pleasant afternoon were enjoyed by members of the Shakespeare Section of the Tuesday Afternoon Club Friday, when they were entertained by their teacher, Mrs. C. B. McClure, at her home in Los Angeles. Covers were laid for Mrs. Charles Temple, the curator; Mesdames E. D. Yard, Carrie Waite, N. C. Gibbs, Geo. P. Reuter, Halstead, Charles Parker, H. W. Ralston, O. E. Von Oven, F. E. Gilman, W. D. Halstead, A. M. Hunt, G. D. Gillelen, Gertrude Follansbee, C. E. Norton, Chester King, George Montgomery, Miss Scott and Mrs. Formai. Following the luncheon there were readings by Mrs. Follansbee, Mrs. Montgomery, and Mrs. Formai of the Los Angeles Shakespeare Club, and songs by Mrs. Parker.

UNFORTUNATE ACCIDENT

The mother of Bert Woodard of 214 North Maryland Avenue, who is his house guest and who accompanied him and Mrs. Woodard to the dinner at the Elks' Club Thursday evening, had the misfortune to break her wrist in a fall just before she left the club house. She is doing nicely, however, and hopes to have the use of the injured member in the course of a few weeks. She greatly enjoys social life and is very appreciative of the courtesies which have been shown her in Glendale, particularly by the wives of members of the Elks' Club.

HOMER MEAD LOSES CHILD

Sorrow has again come to Homer Mead, manager of the Parkinson Ranch. His babe, whose mother died about a month ago, passed away Friday morning and was buried the same afternoon in Grand View Cemetery beside the mother, the Jewel City Undertaking Co. having charge.

BROTHERHOOD FEAST

MEN OF THE VARIOUS CHRISTIAN CHURCHES WILL FELLOWSHIP TOGETHER

O day of fate! Friday, June 13th, is the date for the next Federated Brotherhood banquet, when the Christian men of Glendale, "a clean city kept clean," get their feet under the same table to spend a few hours in the fellowship of eating, talking together and listening to the inspired words of a well-known speaker. This banquet will be held in the bungalow of the Central Christian Church and the ladies of that church will serve the banquet. These ladies have been practicing at this every week for the past eighteen months, so can be depended on to satisfy every palate. The speaker secured for the occasion is Dr. C. C. Selecman, the well-known pastor of Trinity Methodist Church, Los Angeles, so the men can be assured of a most enjoyable evening from every standpoint. The hour is 7 p. m. and the price per plate only 35c.

WATER BONDS

CLEAR EXPLANATION OF NECESSITY OF VOTING FOR THEM

On July 21, 1914, Glendale voted $248,000.00 bonds for the acquisition of a municipal water system. This money was used in the purchase of the four existing water systems, together with the water owned by them, and seven hundred shares of additional water. The remaining money was used for various improvements; the connecting together of the various systems and the laying of a great deal of cast iron pipe to supply new territory or to relieve conditions which in some sections were intolerable. Among the latter improvements were the laying of mains on East Lexington, Wilson and Windsor Road, mains on Orange street, West Broadway and Pacific Avenue, Central Avenue and Glendale Avenue and a 20-inch main on Doran Street, which was afterward connected to the pumping plant.

New territory was supplied on East California Avenue, Sinclair Avenue and East Eighth Street. Where new pavement was being laid, cast iron mains were placed on Brand Boulevard, California Avenue, Hawthorne and Ivy Streets.

New services were run, meters and concrete meter boxes set and over 100 large fire hydrants placed.

Since that time a very large amount of work has been done out of the operating profits from the plant, but very far from enough to keep pace with the increase in area and population of Glendale.

The most important of these, as well as the most expensive, has been the extension of the 20-inch pipe on Doran Street two miles to the pumping plant and the installation of a large pumping unit at that point. This unit consists of two wells 500 feet deep with well pumps, pumping into a basin, and a centrifugal booster pump driven by a 350 horsepower electric motor and capable of pumping 3000 gallons of water each minute against a lift of 320 feet. This pump was necessary to meet the rapid growth of the city and the increase in the demand for water.

When the Ruth Avenue district was annexed the water system supplying it was purchased out of profits and cast iron pipes installed on Dryden, Columbus, Stocker and Dorothy Drive. Cast iron pipes were also placed on Broadway from Glendale Avenue to Verdugo Road, on East Harvard and other places, and services, meters, concrete meter boxes, fire hydrants at various places, and miscellaneous equipment.

At the time the first water bonds were voted Glendale had about 6000 population. Since that time there has been a large internal growth, and in addition there have been six annexations and one consolidation. The boundaries of the city have been increased seven times. The area of land to be served by a water system and the population have both more than doubled. In addition to these factors, the use of irrigating water has vastly increased. Under former conditions it was financially impracticable to use irrigating water in territory supplied from the domestic water systems. Only the districts to the north and east could irrigate profitably, while in the remainder of the city practically no irrigated crops were grown. The past five years has completely changed this situation. Irrigating water is sold for less than one-third the rate formerly charged by the domestic water companies, and hundreds of acres of land are now being profitably cultivated which were formerly idle. This is of the utmost importance to the city, both from the standpoint of the value of the crops, and because it keeps the city green and attractive. It places a two-fold responsibility on the city, however. One, because of the increased amount of water used, and the other because mains which would carry the smaller quantity of water are inadequate to carry the present requirements. What this means is shown by the fact that the capacity of the city's water supply has been increased until it is 3½ times as big as in 1914, and if we are to supply the water which is desired by the public, we must double the water supply. In other words, the present town, which is double the size of Glendale in 1914, will use seven times as much water if it is furnished.

There are very large demands for water for irrigation in the west, east and in the Tropico section, which cannot be met, because the mains which are laid, while sufficient for domestic purposes, cannot supply the extra demand for irrigation that has come upon them through the changed conditions.

To meet this rapidly enlarging de-

(Continued on Page 8)

STRIKE CALLED OFF

RETURN OF WIRES TO PRIVATE CONTROL MAKES UNNECESSARY STRIKE OF ELECTRICAL WORKERS

Springfield, Ill., June 7.—Secretary Charles P. Ford of the International Electrical Workers' Union today announced that the strike of electrical workers, called for June 16, had been called off. He said the return of the wires to private control will make the strike unnecessary.

LODGE DID NOT SEE PRESENT TREATY

FRENCH AND BRITISH LEADERS AGREE LATEST DOCUMENT CAANOT BE FULFILLED BY GERMANS

(Special Service to Glendale Evening News)

Paris, June 7.—President Wilson's friends today declared that the document Senator Lodge said he saw in New York is not the same treaty that Germany will sign. They declared the treaty is bound to undergo considerable revision. They revealed that during the winter months the British and French wanted to make the treaty include provisions which the President knew could not be enforced. Fianlly the treaty was drawn with provisions still so rigid that there was doubt as to its enforcement. Many British and French leaders now agree that Germany cannot fulfill it, and that the Allies cannot enforce the present treaty. At the same time, American delegates resent the fact that the treaty has not been published in the United States, since photographic copies are purchasable in Germany and many neutral countries.

ALL TROOPS HOMEWARD BOUND

EVEN MEMBERS OF RUSSIAN EXPEDITION TO ARCHANGEL ARE ON THE WAY

(Special Service to Glendale Evening News)

Washington, June 7.—Chief of Staff General March announced today that the homeward movement of all National Guard and National Army combat troops from France is now complete; that all such units have either arrived or are on the seas en route for home.

The movement of regulars has commenced, and the Sixth Division embarked this week.

General March also stated that all remaining regiments of the original Archangel expedition will be out of Russia within two weeks. The movement started June 3. The only troops left will be the railway engineers sent there for special railroad work. The general could not say when they would leave.

General March said that on June 5th 65 per cent of the army had been demobilized. Six hundred and ninety-four thousands officers and men now remain in France. He said the enlistments in the regular army since recruiting was resumed total 48,033; that five battalions of newly enlisted men have been sent to France to relieve men now overseas.

PRESIDENT WILSON'S HANDS TIED

CLAIMED THAT HE CANNOT GIVE SENATE COPY OF THE TREATY WITHOUT CONSENT OF ALLIES

(Special Service to Glendale Evening News)

Washington, June 7.—Acting Secretary of State Polk today cabled President Wilson about the Senate's resolution demanding the delivery of the peace treaty. Officials believe that the President cannot release the treaty without the consent of France and England. Both the French Chamber of Deputies and the British House of Commons, it is understood, are anxious to get the treaty, but it is doubtful if Lloyd George or Clemenceau will consent to its publication.

TELEGRAPH COMPANY WANTS STRIKE

WOULD WELCOME NATION-WIDE WALK-OUT AS CHANCE TO GET RID OF UNDESIRABLE EMPLOYES

(Special Service to Glendale Evening News)

New York, June 7.—President Carlton of the Western Union Telegraph Company today declared that he hoped a nation-wide telegraphers' strike would be called, because "that will give us a chance to get rid of undesirable employes. It will eliminate for all time those who do not have the interests of the company at heart and who seek to embarrass its service."

He said that all the offices in the Southeastern States are continuing to operate as usual, despite the strike that has been called there.

(Special Service to Glendale Evening News)

Atlanta, Ga., June 7.—Charles F. Mann, who is directing the strike of Western Union telegraph operators in the Southeastern States, today declared that over 2,500 men had struck. The Western Union officials, on the other hand, said only 288 had struck. Officials of the Union said practically every small town in the southeast is cut off from communication. Western Union representatives said "all business is moving as usual."

INDIAN LANDS

MISS HUNTER AND MRS. GUITTARD INTERESTED IN BIG CASE IN ARIZONA

Miss Virginia Hunter and Mr. and Mrs. C. B. Guittard of 524 Patterson avenue returned Wednesday from Arizona, where they went for a court hearing in connection with a big case involving Arizona lands claimed by Papago Indians of that state as citizens apart from tribal interests. Large interests are involved. As Mr. Hunter is now dead, his interest as owner is a part of his estate, which is now in process of being settled. Mrs. Guittard states that the case has been won in all the courts, including the Supreme Court, on all points of law, and now there only remain some hearings on points of fact. Nevertheless it will probably be more than a year before it can be closed up. The Indians mentioned are village folk, not tribal Indians, and claim the property as citizens.

From Mrs. Guittard, sister of Miss Hunter and one of the heirs, the following details of the case were obtained:

After a successful contest in Los Angeles for the executrixship of the big Hunter estate, Miss Virginia Hunter, accompanied by her sister and brother-in-law, Mr. and Mrs. C. B. Guittard, left for Phoenix, Arizona, to cleaim her rights in that state.

Miss Hunter was represented in Los Angeles by L. M. Chapman and Ward Chapman.

Judge Ainsworth was her attorney in Phoenix.

In both courts, the fact was emphasized that the testator, the late Col. Hunter, knew well the capabilities of his descendants and chose Miss Hunter as his executrix and as such she was to remain of the big Hunter estate.

This big land case is being fought on the old Spanish and Mexican law and according to this law, all land is described by metes and bounds.

The "Pueblo Indian" means a town or village Indian. They claim to be citizens of the U. S., according to the old Spanish and Mexican law.

Colonel Robert Hunter's deed from the Papago chief takes in some 25,000 square miles in Pinal, Pima and Maricopa counties, ten tracts covering 2,146,540 acres and six tracts 419,200 acres. All sixteen tracts have been recorded in Arizona. On June the second the "Blanket" deed, which embraces all 16 tracts, was recorded in the office of the county recorder at Phoenix, Arizona.

The Glendale heirs to this estate are Miss Virginia Hunter, Mr. and Mrs. C. B. Guittard, Mr. and Mrs. G. A. Mangum, Mr. and Mrs. E. K. Harris, Jr.

THE LOCAL RED CROSS SALVAGE WORK

Officials of the Glendale Red Cross Chapter are making all arrangements for the transfer of salvage headquarters from the brick warehouse in the rear of the P. E. station to the rear of the Red Cross Shop on Brand Boulevard. Also, they are reorganizing the method of collections and have divided the city into four districts, northeast, southeast, northwest and southwest, with the expectation that a collection will be made once a month in each of these districts. With that plan in mind patrons of the Red Cross are asked to continue to save their paper and junk and to report collections to be moved either to the office of the local chapter, Gl. 1147, or to the Red Cross Shop, Gl. 870-W. While production work in knitting and sewing has closed, the work of the home service department will go on and the chapter is depending upon returns from salvage to support it. It therefore appeals to the patriotic to remember the Red Cross and the work it is doing for soldiers and the dependents of soldiers.

Also, in saving papers for salvage, it would be a great help to salvage workers if those who make the donations would tie them into bundles before delivering them to the Red Cross truck. It would save much work on the part of volunteers who give service to this cause.

And in this connection officers want to again remind Glendale men and women that volunteers are always wanted to help with salvage and to ask them to arrange to give a day or a half a day or a few hours, at regular intervals to help on this revenue-producing effort.

Pupils of the Eighth Grade of the Cerritos School, accompanied by their teacher, Mrs. Curtis, are enjoying a picnic at Venice today. The fifth grade of the same school in company with Miss Ball has gone to Brookside for a picnic.

NEW AUTO BUILDING

POPULAR SALES FIRM SOON TO BE HOUSED IN STRUCTURE BUILT TO ORDER

Ground will be broken the coming week for a handsome new building on the southwest corner of Brand boulevard and Harvard street, to be occupied before August 1st by Bartlett & French, distributors of Hudson, Essex and Maxwell motor cars.

The owner of the property, Eliza Slater, will have Chas. W. Kent & Son erect the building according to plans drawn expressly for and approved by Messrs. Bartlett & French.

The brick and concrete structure will cover 45x118 feet, with provision for beautiful, modern auto showroom, rest rooms, garage and service department, accessories, etc. The lease covers five years, with provisions for its continuance at the end of that time.

Bartlett & French have been in control of Glendale and San Fernando Valley for the above-named line of automobiles for only six weeks to date, but they have found this territory so inviting, and have already been so successful that they are expanding in this large way. They believe in Glendale.

Associated with Bartlett & French in their sales department are W. L. Carrington, recently a lieutenant in the U. S. Army, and Ray L. Galvin, both live wires and popular in the San Fernando Valley communities. Capt. James H. French served in the army during the entire period of the war, and Mr. Bartlett saw service in the navy.

ENTERTAINED AT SUPPER

Mrs. Clarence H. Crawford entertained Friday evening at her pretty home at 201 South Central avenue in honor of the teachers of the Central Avenue School and of Miss Saxton, who has recently been made principal of the Magnolia School. Officers of the Central Avenue Parent-Teacher Association, and their husbands, were also entertained, the guests being seated at small tables in the house and in the patio around which the house is built. The Crawford home and supper tables were beautifully decorated with sweet peas in pastelle shades. The hostess was assisted in serving by Misses Margaret Morgan and Frances Wyman.

MEN'S CLASS BANQUET

BIG BIBLE CLASS OF FIRST METHODIST CHURCH HAVE GREAT EATFEST

Last evening the men's Bible class of the First Methodist Church held their quarterly birthday banquet, but this time it was a semi-annual. It is a habit of this class for the men whose birthdays come in the recurring quarter years to banquet the remaining members. As this important ceremony was omitted at the last regular period, six months of suppressed enthusiasm and enjoyment had to be crowded into this one occasion. The men of this class showed that they could stand alone for they did the whole thing themselves, cooking, serving and washing dishes. An appetizing veal stew, with rich gravy, potatoes, bread and butter, salad, tea, coffee and cocoanut custard pie composed the menu and the deft men waiters kept things moving along smoothly. After the inner man was thoroughly refreshed all but the dish washers repaired to the upper rooms, where a program of rare enjoyment was put on. John G. Peart presided. After two beautiful selections by Dr. Brown, wife and two daughters, with piano, saxaphones and violin, Prof. Alton M. Brooks was introduced as speaker of the evening. He talked most entertainingly of his trip across to Glasgow, Scotland, thence to London, Southampton, Havre and Paris, France, and then on to Turin, Italy. From Turin he went to Padua, Pisa, Milan and Venice and thence to the fighting front. His description of the horrors he witnessed was most affecting. At the close of his talk Prof. Brooks displayed and described the many souvenirs he had brought home. Brief talks were made by Arthur G. Lindley, president of the class; Rev. E. Hoskyn, its teacher, and W. S. McGee, teacher of another class. Then Harry Wilson put on the stunt of the evening, an old-fashioned spelling school. And the joke of it was that two guests of the class were winners in the contest. At 10:30, after another beautiful selection from the Brown Orchestra, the meeting adjourned.

WEATHER FORECAST—Fair except cloudy or foggy tonight and in early morning.

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GLENDALE, CALIFORNIA, SATURDAY, JUNE 7, 1919

CHILDREN'S DAY

PROGRAM OF OBSERVANCE AT FIRST M. E. CHURCH SUNDAY, JUNE 8TH

"Prelude."

Selection (Flagler), Sunday School Orchestra.

Processional Hymn, No. 18—All join at third verse.

Apostles' Creed.

Prayer, closing with the Lord's Prayer.

Greeting—Mary Brooks.

Song—Beginners' Department.

Exercise—"Rosebud and Robin."

Baptism of Infants.

Anthem—"Christian, the Morn Breaks Sweetly O'er Thee" (Shelley).

Recitation—Dylon Knox.

Song—Miss Lusby's Class.

Exercise—The Boy Scouts.

Audience Salute the Flag—Led by Vivian Melone.

Exercise—Junior Boys.

Song—Junior Department.

Exercise — Intermediate Department.

Quartette—"No Shadows Yonder" from The Holy City (Gaul).

The Price and Value of Education—Pastor.

Offertory—"Gondollied" (Merkel).

Children's Day Collection.

Selection—Sunday School Orchestra.

Hymn No. 677—The School.

Benediction.

"Postlude" (Tombelle).

TOMORROW GREAT DAY AT CENTRAL CHRISTIAN CHURCH

Tomorrow will provide a feast of good things for those who attend the Central Christian Church. In the morning service the pastor, Clifford A. Cole, will preach on "Christian Unity." As tomorrow corresponds to the day of Pentecost, when the one only Christian Church was instituted after Peter's wonderful sermon, it is fitting that such sermons should be preached in all Christian pulpits. In the evening the subject will be one to interest every Bible reader, "Balaam, the Corrupt Politician." Who, in reading this story of the wilderness wanderings of the Israelitish host, has not wondered at the story of Balaam, whom the angel essayed to kill when on his way to obey the Lord's command, and who refused to prophecy to suit a corrupt king because the Lord had commanded him thus. Maybe this sermon will solve some of your perplexities regarding this Bible story. Invite your friends to come out with you.

CHILDREN'S DAY AT BAPTIST CHURCH

Children's Day will be observed at the First Baptist Church, Sunday, June 8th. The following program will be rendered by the Sunday School during the Sunday School hour, beginning at 9:45:

Orchestra.

Song—"Garlands of Peace."

Scripture Reading by Supt. Roy L. Kent.

Prayer.

Exercises by the Primary Department.

Song—"Carry the News of Jesus."

Recitation, "Mistress Merry Face"—Mary Sawyer.

Recitation, "The Best for Jesus"—Gladys Jordan, Alice Wendell, Bernice Music.

Recitation, "If You Have a Friend Worth Loving"—Eleanor Hunt.

Quartette—Faith Tarling, Hazel Walters, Dale Woods, Robert Haines.

Recitation—Boys of the Intermediate Department.

Recitation, "Wouldn't You?"—Esther Haines.

Collection—Bringing of Boxes.

Orchestra.

Tableau—"Spirit of Religious Education in the Home."

The evening worship will be held at 8 o'clock which will be attended by Troop 4 of the Glendale Boy Scouts, under the leadership of Scout Master Fred Biren and his assistant Scout Master Elwood Ingledue. The Scouts will participate in the evening program in response to President Wilson's proclamation calling upon the people of the United States to observe June 8-21 as Scout Week, beginning with appropriate services in the churches. In harmony with the occasion Rev. Eugene Haines will preach on the subject, "A Message to Young Men."

Everybody is cordially invited to all these services.

ATTRACTIVE PROGRAMS AT CONGREGATIONAL CHURCH

Children's Day will be given the right of way at the Glendale Congregational Church tomorrow. Boys and girls, youth, flowers, songs, speaking pieces, class exercises, all will have their inning.

At 10:30 o'clock, the Sunday School and church join in a big double service. The Primary Department will be out in full strength. Under the leadership of Mrs. E. D. Yard an interesting program including graduating exercises will be presented. The main school will occupy the auditorium and several classes will furnish a part of the program. Hartley Shaw, the superintendent, will be in charge. Dr. Willisford will have a sermonette that will just fit the occasion. The enrollment of the school has been increased by over sixty and this without a contest or a noisy drive.

At 7:00 o'clock the young people will come together for a special service. The last, but far from the least, important meeting of the day will be the service at 8:00 o'clock when the work and worth of the "Boy Scout Movement" will be featured. Troop No. 1 will attend in a body. Other Scouts will also come. That most interesting and lifeful story of Richard Harding Davis, "The Boy Scout," will be read by Mrs. Willisford. "What If They Had Quit?" will be the topic for a brief address by the pastor.

KENSINGTON CLUB PICNIC

About twenty-five members of the Kensington Club journeyed to Sycamore Canyon Thursday to the home of Mr. and Mrs. George W. Sanford, where a picnic lunch was enjoyed followed by an afternoon program which included the reading of original poems by Mr. Sanford and by a friend who was his house guest. There were also vocal solo numbers by Mrs. C. L. Peckham.

Advertise it, or advertise for it in the Evening News.

ORDINANCE NO. 351

AN ORDINANCE OF THE CITY OF GLENDALE CALLING SPECIAL ELECTION TO BE HELD IN SAID CITY ON THE 17TH DAY OF JUNE, 1919, AND SUBMITTING TO THE QUALIFIED VOTERS OF SAID CITY THE PROPOSITION OF INCURRING INDEBTEDNESS FOR THE ACQUISITION, CONSTRUCTION AND COMPLETION OF CERTAIN MUNICIPAL IMPROVEMENTS IN CONNECTION WITH THE COMBINED DEVELOPMENT, OPERATION AND IMPROVEMENT OF THE WATER WORKS AND SYSTEM AND ELECTRIC LIGHT WORKS AND SYSTEM OF SAID CITY, TO-WIT, LANDS, WELLS, PUMPING PLANTS, PIPES, PIPE LINES, METERS, RESERVOIRS, RESERVOIR SITES, WATER RIGHTS, POLES, PIPE LINE RIGHTS AND A HYDRO-ELECTRIC GENERATING PLANT FOR THE PURPOSE OF GENERATING ELECTRICITY, PROVIDING FOR THE ISSUANCE OF BONDS THEREFOR, SUBDIVIDING THE CITY INTO ELECTION PRECINCTS, DESIGNATING THE POLLING PLACES AND APPOINTING ELECTION OFFICERS FOR SAID ELECTION.

WHEREAS, THE BOARD OF TRUSTEES OF THE CITY OF GLENDALE, at its regular meeting held on the 22nd day of May, 1919, by vote of more than two-thirds of all its members duly passed and adopted a resolution determining:

That the public interest and necessity demand the acquisition and construction by the City of Glendale of certain municipal improvements in connection with the combined development, operation and improvement of the water works and system and the electric light works and system of said City, to-wit, lands, wells, pumping plants, pipes, pipe lines, meters, reservoirs, reservoir sites, water rights, poles, pipe line rights, and a hydro-electric generating plant for the purpose of generating electricity and providing for the issuance of bonds therefor.

That the estimated cost of said municipal improvement and utility is ONE HUNDRED NINETY-SIX THOUSAND AND NO 100ths ($196,000.00) DOLLARS and is and will be too great to be paid out of the ordinary income and revenue of the municipality. Said improvement would require an expenditure greater than the amount allowed for the same by the annual tax levy; and whereas said resolution was duly signed and approved by the President of the Board of Trustees of said City on the 22nd day of May, 1919, and was attested and certified to by the City Clerk and was duly published on the 23rd day of May, 1919, in the Glendale Evening News, a daily newspaper printed, published and circulated in the City of Glendale;

NOW, THEREFORE, the Board of Trustees of the City of Glendale do ordain as follows:

Section 1. That a special election be held and the same is hereby called to be held in the City of Glendale on Tuesday the 17th day of June, 1919, for the purpose of submitting to the qualified voters of said City the proposition of incurring indebtedness and issuing bonds of said City in the amount hereinafter set forth, and for the purposes set forth in said resolution and hereinafter stated.

Section 2. That the objects and purposes for which said indebtedness is proposed to be incurred and bonds issued therefor are as follows, to-wit:

The acquisition, construction and completion of certain municipal improvements in connection with the combined development, operation and improvement of the water works and system and the electric light works and system of said City, to-wit: lands, wells, pumping plants, pipes, pipe lines, meters, reservoirs, reservoir sites, water rights, poles, pipe line rights, and a hydro-electric generating plant for the purpose of generating electricity and providing for the issuance of bonds therefor.

Section 3. That the estimated cost of said proposed municipal improvement described in Section 2 hereof, is ONE HUNDRED NINETY-SIX THOUSAND AND NO 100ths ($196,000.00) DOLLARS; that the amount of the principal of the indebtedness to be incurred therefor is the sum of ONE HUNDRED NINETY-SIX THOUSAND AND NO 100ths ($196,000.00) DOLLARS, and that the rate of interest to be paid on said indebtedness shall be five (5%) per cent. per annum, payable semi-annually; that if the proposition for incurring said indebtedness for said purposes so submitted at said election receive the requisite number of votes, to-wit: two-thirds of the votes of the qualified voters voting at such election, bonds of said City in the amount of ONE HUNDRED NINETY-SIX THOUSAND AND NO 100ths ($196,000.00) DOLLARS shall be issued and sold for the purpose of acquiring and constructing said municipal improvement and utility; both principal and interest of said bonds shall be payable in gold coin of the United States of the present standard weight and fineness.

Section 4. The polls for said election shall be opened at six o'clock in the morning of the day of election, and shall be kept open until seven o'clock of the afternoon of the same day, when the polls shall be closed, except and provided, however, that if at the said hour of closing there are any voters in the polling place or in the line at the door thereof, who are qualified to vote and have not been able to do so since appearing, the polls shall be kept open a sufficient time to enable them to vote, but no one who shall arrive at the polling place after seven o'clock in the afternoon shall be entitled to vote, although the polls may be open when he arrives.

The ballots to be used at said election shall be printed substantially in the following form:

Instruction to Voters

To vote in favor of the proposition, stamp a cross (X) in the voting square to the right of and opposite the word "Yes;" to vote against the proposition, stamp a cross (X) in the voting square to the right of and opposite the word "No."

ALL MARKS EXCEPT THE CROSS (X) ARE FORBIDDEN.

ALL DISTINGUISHING MARKS OR ERASURES ARE FORBIDDEN, AND MAKE THE BALLOT VOID.

If you WRONGLY STAMP, TEAR or DEFACE THIS BALLOT, return it to the inspector of the election and obtain another.

Shall the City of Glendale incur a bonded debt of ONE HUNDRED NINETY-SIX THOUSAND AND NO 100ths ($196,000.00) DOLLARS for the purpose of acquiring, constructing and completing certain municipal improvements in connection with the combined development, operation and improvement of the water works and system and the electric light works and system of said City, to-wit, lands, wells, pumping plants, pipes, pipe lines, meters, reservoirs, reservoir sites, water rights, poles, pipe line rights, and a hydro-electric generating plant for the purpose of generating electricity and providing for the issuance of bonds therefor.

YES

NO

Section 5. That for the holding of said election said City is hereby districted and subdivided into ten (10) election precincts, and precincts one (1) to eight (8), inclusive, shall be a consolidation of the precincts fixed and established by the Board of Supervisors of the County of Los Angeles, as shown by minutes of said Board of Supervisors under dates of December 31, 1917, January 23, 1918, and February 27, 1918, to which minutes reference is hereby made as part hereof, for the precincts comprising the territory included within the corporate limits of the City of Glendale at the time of the fixing of said precincts by said Board of Supervisors as aforesaid. Precincts nine (9) and ten (10) for said election shall respectively comprise the territory hereinafter more definitely described.

The following are the boundaries and polling places of said consolidated election precincts, and the following named persons are hereby appointed officers for such election, respectively:

Consolidated Election Precinct No. 1

All that portion of the City of Glendale contained in Glendale City election precincts Nos. 1, 2 and 10 above referred to.

Polling Place—Garage, 721 N. Brand Blvd.

Inspectors—Sarah G. Wright, C. W. Kinnan.

Judges—William A. Brown, Mrs. Abby LaGross.

Clerks—Esther F. Pearce, Mrs. Sarah H. Henderson.

Consolidated Election Precinct No. 2

All that portion of the City of Glendale contained in Glendale City election precincts Nos. 4, 5 and 7 above referred to.

Polling Place—Garage, 115 W. Harvard St.

Inspectors—Fred Volkhart, Edward A. Carvel.

Judges—Harriet M. Van Fleet, Elden A. Soper.

Clerks—Mary E. Peters, Lula F. McBryde.

Consolidated Election Precinct No. 3

All that portion of the City of Glendale contained in Glendale City election precincts Nos. 6, 13 and 14 above referred to.

Polling Place—Garage, 107 E. Lomita.

Inspectors—O. A. Lane, M. E. Caruthers.

Judges—Mrs. Mary A. Shropshire, H. A. Goodwin.

Clerks—Mrs. Ella C. Witham, Miss Carrie Porter.

Consolidated Election Precinct No. 4

All that portion of the City of Glendale contained in Glendale City election precincts Nos. 15 and 22 above referred to.

Polling Place—Garage, 1321 E. Colorado St.

Inspectors—J. N. McGillis, S. Oscar Stees.

Judges—J. N. Denney, Rachel L. Lord.

Clerks—Mrs. Grace Corbaley, Mary A. Burgess.

Consolidated Election Precinct No. 5

All that portion of the City of Glendale contained in Glendale City election precincts Nos. 3, 8 and 9 above referred to.

Polling Place—246 N. Brand Boulevard.

Inspectors—C. L. V. Moore, Mrs. May C. Church.

Judges—E. H. Willisford, Sam P. Stoddard.

Clerks—R. W. Mottern, Mrs. Helen Hosford.

Consolidated Election Precinct No. 6

All that portion of the City of Glendale contained in Glendale City election precincts Nos. 11, 12 and 21 above referred to.

Polling Place—801 E. Wilson Ave.

Inspectors—C. R. Norton, Mrs. Hattie Gaylord.

Judges—C. E. Stanley, William Thompson.

Clerks—Ethel F. Last, Mrs. Jennie Newcomb.

Consolidated Election Precinct No. 7

All that portion of the City of Glendale contained in Glendale City election precincts Nos. 16, 17 and 18 above referred to.

Polling Place—Shop, 109 E. Park Ave.

Inspectors—Frank Ashton, Mrs. Mai Henry.

Judges—Harrison H. Davenport, Alma K. Farnham.

Clerks—Miss Cora Hickman, Mary J. Spaulding.

Consolidated Election Precinct No. 8

All that portion of the City of Glendale contained in Glendale City election precincts Nos. 19 and 20 above referred to.

Polling Place—1510 San Fernando Road.

Inspectors—Louis L. Baker, Chas. C. Hapgood.

Judges—Mrs. Queen Danner, Miss Regina Bacon.

Clerks—Mrs. Dora L. Howe, Mrs. Mary J. Rich.

Consolidated Election Precinct No. 9

Comprising all that territory of the City of Glendale known and referred to as the Arden Avenue Annexation District, which was annexed to the City of Glendale by an election held in said district on April 5, 1918, which territory is more particularly described in Resolution No. 990 of the City of Glendale, calling said election, which resolution is referred to for a definite description of said territory; comprising also all that territory of the City of Glendale known and referred to as the Valley View Annexation District, which was annexed to the City of Glendale by an election held on the 5th day of April, 1918, which territory is more particularly described in Resolution No. 991 of the City of Glendale, calling said election, which resolution is referred to for a definite description of said territory; comprising also all that territory of the City of Glendale known and referred to as Kenilworth Annexation District, which was annexed to the City of Glendale by an election held on the 24th day of June, 1918, which territory is more particularly described in Resolution No. 1013 of the City of Glendale calling said election, which resolution is referred to for a definite description of said territory.

Polling Place—533 West California Ave.

Inspectors—Warren Story, Mrs. Grace Holman.

Judges—Mrs. Irma Kimmell, Mrs. Lucy Durham.

Clerks—Margaret C. Garber, Mrs. Emma Kent.

Consolidated Election Precinct No. 10

Comprising all that territory of the City of Glendale known and referred to as the Grand Avenue Annexation District, which was annexed to the City of Glendale by an election held on the 20th day of January, 1919, which territory is more particularly described in Resolution No. 1058 of the City of Glendale, calling said election, which resolution is referred to for a definite description of said territory.

Polling Place—Residence of Charles H. Ellsperman, Sixth St.

Inspectors—Eugene H. Learned, Mrs. A. M. Asbury.

Judges—Howard Loudermilk, Mrs. Cyrena V. Reynolds.

Clerks—Myrtle B. Buckman, Kate Sheperdson Black.

Section 6. That in all particulars not recited in this ordinance said election shall be held as provided by law for the holding of municipal elections in said City.

Section 7. The City Clerk shall certify to the passage and adoption of this ordinance by a vote of two-thirds of all the members of the Board of Trustees of said City, and its approval by the President of said Board, of said City, and shall cause the same to be published once a day for at least seven days in the Glendale Evening News, a daily newspaper, printed, published and circulated in the City of Glendale, and thereupon and thereafter it shall take effect and be in full force.

Adopted and approved this 5th day of June, 1919.

FRANK L. MUHLEMAN,
President of the Board of Trustees of the City of Glendale.

Attest—J. C. SHERER,
City Clerk of the City of Glendale.

State of California, County of Los Angeles, City of Glendale—ss:

I, J. C. Sherer, City Clerk of the City of Glendale, do hereby certify that the whole number of members of the Board of Trustees of the City of Glendale is five, and that the foregoing ordinance was passed and adopted by a vote of two-thirds of all its members and approved by the President of said Board at a regular meeting thereof held on the 5th day of June, 1919, and that the same was passed by the following vote, to-wit:

Ayes—Henry, Jackson, Muhleman, Shaw, Woodberry.

Noes—None.

Absent—None.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the City of Glendale this 5th day of June, 1919.

J. C. SHERER,
City Clerk of the City of Glendale.
234t7

CLASSIFIED ADS

FOR SALE

FOR SALE—36 Thoroughbred Hoganized Rhode Island Red hens, $1.75 each. Call Saturday evening or Monday. 1233 Dorothy Drive. 235t1*

FOR SALE — Poultry shells for young chicks, cheap, $1.00 per 100 lbs. Phone Glendale 529-J. 235t2*

FOR SALE—Saanen milch goat and kid; also canaries, at 315 N. Louise St. 235t2*

FOR SALE—Large young doe with 10 healthy youngsters, 5 weeks old; also 2-story hutch. Call Glendale 1189-R. 235t1*

FOR SALE—East front lot on Central, near Milford, 52½x160. Will sacrifice. J. Roman, 1305 Constance St., Los Angeles. 235tf

FOR SALE—Mother hens with baby chicks. 548 Sycamore Canyon Road. 235t1*

FOR SALE — Twelve thoroughbred, year-old Rhode Island Red laying hens, also two male birds. Phone Glendale 1442-R. 234t2

FOR SALE — Fine, six-year-old cow, $100. Six-griddle, wood stove, $5.00. Phone Glendale 1197-J. 234t2*

FOR SALE—Choice North Louise St. east front lot, at cash price on time. Will furnish funds to build on your own plan on small cash payment. Balance like rent. Mark Russell, 1007 S. Central Ave. Phone 1026-M. 224t20Sat&Wed*

FOR SALE LIKE RENT—Nice, little home, $1650. Cash $150, bal. $20 per mo., including interest, at 416 N. Adams, nr. E. Lexington. 234t3*

FOR SALE—Couch, rugs, commode, porch curtain, bookshelves, tools, tent, view camera, electric battery, etc. 329 N. Jackson St. Gl. 2277-W. 234tf

FOR SALE—Five-room bungalow on good, paved street, well located. Everything in good condition. Some nice fruit trees. If you want a convenient, cosy home at a bargain, come and see this, at 369 Myrtle St. Phone Gl. 688-J. 234t2

FOR SALE—Modern, three-room California house, lot 50x135, variety of fruit trees and berries, also garage. Cheap. Tel. Gl. 268-R. Call 431 W. Harvard. 233t3

FOR RENT—A well furnished, 5-room bungalow, close in, adults only. Inquire 127 N. Everett. Phone 1399-W. 233t3

FOR SALE—Light, airy, well-planned home. Five rooms, 9x12 sleeping porch, bath, hall, two linen closets, laundry tubs, heater, garage, garden and flowers. Price less than cost to build. W. H. Hillman, 329 W. Acacia Ave. Phone Glendale 861-J. 233t7

FOR SALE—Two six-months'-old pigs. Inquire at 222 N. Verdugo Road. Phone Glendale 405-J. 233t3*

FOR SALE OR RENT — Four-room California house, shade and fruit trees, 3 lots, at 533 W. Elk Ave. Inquire at 518 W. Colorado St. 233t3*

FOR SALE—On Mira Loma Ave., between San Fernando Road and Brand Blvd., 10-room, modern home, on lot 50x200 feet. Gas and electricity. Nice garage. All in good order. 232t4

GOATS—Fresh goat, over 2 quarts daily, first kidding, Saanen, no horns, $40. One yearling Saanen, $20. 1113 E. Harvard. 230tf

"Let Harry do it" with his truck. Glen. 180. 190tf

FOR SALE—Used Vacuum cleaners which we have taken in on Hoover suction sweepers. J. A. Newton Electric Co., 629 E. Broadway. Phone 240-J. 137tf

Business Education may be obtained at GLENDALE COMMERCIAL SCHOOL. Tel. Glendale 1210-M. 154tf

"Let Harry do it" with his truck. Glen. 180. 190tf

WANTED

IF YOU NEED A PRACTICAL NURSE—Call Gl. 1225-M. 233t3

LOT WANTED—Will pay cash for an east front, must be a bargain, located on Jackson, Kenwood, Louise, Maryland, Orange or Central, north of California. Phone Glendale 556-W. 235t1*

DRESSMAKING REASONABLY DONE—Fine hand work and children's sewing a specialty. Phone Glendale 1167. 233t3*

RING UP YOUNG, THE REPAIR MAN—Gdle. 276-R—to repair your plumbing and stoves, sharpen your lawn mower and do repair work in general. I guarantee my work. 231t6*

FOR SERVICE—Small brown Chihuahua dog at stud. Service fee $5. Call at 218 W. Windsor Road. Phone Glendale 1128. 234t3

C. E. Blake—Stone mason and builder. All kinds of cobble and other stone work. Will furnish all materials. Phone Gl. 2201-W. C. E. Blake, 457 Palm Drive. 228t3Sat*

PROFESSIONAL CARDS

FRANCIS MARION COLLIER, M. D.
EYE, EAR, NOSE AND THROAT
Glasses Fitted
Suite 2, No. 125½ N. Brand Blvd., just south of Palace Grand Theatre, Glendale, Cal. Hours: 9 a. m. to 12 m. and by appointment. Phone Gl. 1128.

Dr. Frank N. Arnold
DENTIST
Flower Block, over Glendale Savings Bank, Brand and Broadway
Hours—9-12; 1:30-5
PHONE 458

A. A. MacIntyre, D.D.S., L.D.S.
Graduate of University of Pennsylvania Post-graduate Hinman School of Prosthetics, Atlanta, Georgia. Haskell School of Prosthetic Dentistry, Chicago. Licentiate of Dental Surgery, Toronto, Canada.
Dentistry in all its branches, specializing in Electro-Therapeutic treatment of Pyorrhea by Ultra-Violet Ray etc. Prices reasonable. Office at 306 N. Central. Phone 1480.

DR. J. P. LUCCOCK
DENTIST
Hours: 9 to 12 and 1 to 5
Phone Glendale 455
620 E. Broadway, Glendale, Calif.

Foot Ailments Relieved. Arch Supports Phone 63573. Hours 9:30 to 5 p. m., and by appointment.
A. Clark Bitner, D. S. C.
Doctor of Surgical Chiropody.
Room 1104, Baker-Detwiler Building, 412 West Sixth St., Los Angeles.

DR. C. WILLIAM BACHMANN, Dentist
Office 831 E. Windsor Road in Residence
Phone Glendale 2082-M

Hemstitching Shop
Mrs. L. B. Noble
205 E. Harvard. Opposite High School
Phone Glendale 726-W.
Orders may be left at Williams Dry Goods Store.

Glendale Toilet Parlors
ANNA HEWITT
103-A N. Brand Blvd., Rudy Block
Glendale, Cal.
Telephone for Appointment
Marinello Preparations. Hair Work a Specialty
Phone, Sunset 670

WANTED—House and lot or vacant lot, close in, or small acreage. State price in first letter and give full description. B. F. G., 3020½ Kenwood, Los Angeles. 234t3*

HIGH SCHOOL BOY, 16 years old, industrious, trustworthy, wants work during vacation. Address C. H. T., Glendale News. 235t2*

WANTED — Furnished bungalow for one or two months by responsible family, 3 children of school age. Address Mr. F. A. Shorey, Daggett Reduction & Milling Co., Daggett, Cal. 234t3*

WANTED—Working houseekeper, 2 adults and 2 children. Tel. 2132-J. 234t2

Lawn mowers ground; knives and scissors sharpened. 108 W. Broadway. Phone Glndle. 138-W. 218t24

FOR PRACTICAL or trained nurse phone Glendale 1646-J. 230tf

MOWING AND RAKING
TEAMING
CHAS. W. KENT & SON
131 S. Brand Blvd. Phone Gl. 408
195tf

MONEY TO LOAN

H. L. MILLER CO. makes any kind of loans. Can finance any amount to $50,000 loan if necessary. Building loans any amount. 235tf

MONEY TO LOAN—Calvin Whiting, 110 S. Brand. 88tf.

FOR RENT

FOR RENT—A 2-room apartment, completely furnished, private bath, hardwood floors throughout; outside sunny rooms. De Luxe Apartments, California and Brand. Phone Glendale 108. 227tf

FOR RENT — For a term, four acres on Kenneth Road, North Glendale, reasonable rent, citrus and other fruit trees, fine location. Mattison B. Jones. Tel. Gl. 367. 235t1

FOR RENT — Garage and two rooms at 315 N. Louise St. 2'5t2*

NOTICE

Sealed bids will be received by the Board of Trustees, of the City of Glendale, California, until 7:30 p. m. of Thursday, June 12, 1919, for installing electrical equipment for said City.

Each bid must be accompanied by a certified check drawn upon a solvent bank for ten per cent. (10%) of the amount bid, payable to the President of the Board of Trustees, of said City of Glendale, as a guarantee that the bidder will enter into a contract with necessary bond in accordance with the terms of his bid in the event such bid is accepted.

The said Board of Trustees reserves the right to reject any or all bids, or to waive any formality as the interests of said City may require.

By order of the Board of Trustees.

J. C. SHERER,
City Clerk.

Dated June 6, 1919.
234t1

Advertise it, or advertise for it in the Evening News.

AUTOMOBILE SECTION

PUBLISHED EVERY SATURDAY

ONE-QUARTER CENTURY

WONDERFUL PROGRESS MADE IN GREAT INDUSTRY IN THIS TIME

It was in 1893-94 that the first automobile was built by the Haynes Company. It seems odd now, when one factory can turn out hundreds of completed machines in 24 hours, to think that it required parts of two years in which to turn out one machine. This first machine was fearfully and wonderfully constructed, it made nearly as much noise as a threshing machine and caused as much sport for jeering pedestrians as the timid rider of a bucking broncho. It scared horses anywhere within a mile of its orbit and was warranted to stop for repairs several times an hour. But far-seeing men discerned limitless possibilities in this crude machine and it was not long until the idea was copied and elaborated by a dozen different firms. In less than five years autos, almost in the present form, were seen on the streets of large cities; shortly afterward they began to appear in out of the way districts and small country towns. The high-stepping bays and blacks hitched to shiny, rubber-tired buggies and carriages held their own for a time, especially in Kentucky and Tennessee blue grass regions and it was freely prophesied there that no chuf-chufing, rattle-de-bang, gasoline-driven buggy could ever displace the noble equine. But these counted without their host for within 15 years after the first crude auto startled the natives the invention was in almost universal use. Other recent inventions have made as rapid growth in public favor, but none that begins to compare with it in cost has approached it in gaining almost universal good-will. The telephone was almost 25 years in coming into general use. Yet a telephone costs the user but a trifle compared to the auto. In the early days of the telephone it was said that Paris, Illinois, had more phones in proportion to its population than any other city in the world. With less than 5,000 people, it had 325 phones at $40 a year each and no free tolls, while Terre Haute, Ind., with 30,000 population, had only a few more than 300. It was declared that in Paris people mortgaged their homes to put in a telephone. Today many a householder mortgages his auto in advance and pays for it while he uses it. There is just one phrase which explains the almost universal use of the auto, especially in California. It is "Reciprocal Service." The Auto Clubs of Northern and Southern California are working constantly for road betterment, sign posting to make travel safer, and wise legislation. Here is a realistic picture of "Getting Road Map Dope," by Zoe Beckley, an auto writer for "Motor Life:"

With its front end in a smother of steam, its rear wheels churning a goulash of rocks, branches and mud, and its engine cursing in seventy languages, a touring car inches up a mountain side. It pants and pops, and wallows in the trough of the "run." The 30 degree slope hurls back defiance. Yet the machine strains on.

A chain gang of negro road-builders stare pop-eyed at the sight. Half a dozen men gruntingly jam a log under the rear tires to keep the car from sliding kersqush into eternity when the engine stalls. . . . But no use. Down she slips, slowly; then faster, swerving a little, crunching the deadwood, spatting the water to left and right, and finally bringing spang up against a mass of rock and underbrush. And there you are. Or, rather, there your pathfinder is. He gets back his breath if he happens to have lost it in the bump, picks the gravel out of his hair, looks to see if anybody's killed, finds they are not—and starts the whole thing over again. For he has got to reach the top.

This, gentle reader, is an ordinary incident in the life of Automobile Blue Book scouts—the chaps who fare forth each spring, honeycombing the country from strand to strand, finding routes for you. But for them there would be no Blue Book with its fat black lines and thin dotted lines, its zig-zags and curves and wiggle-waggles. They are the fellows you bless as you stop your 60-horsepower super sneeze, haul out your trusty guide and read: "Road follows Kaw River to Lawrence. Turn corner where fork is, pass monument and keep straight over hills to Great Bend, up valley to Las Animas, thence mountain road through Raton Pass," etc. They are the ones who make it possible to cover every inch of the U. S. A., and it please you, with the ease of a kiddie velocipeding round his own garden.

With the exception that they don't mind falling off precipices or getting stuck to the collar in quicksand, they are just plain, regular men with a bit more tan and muscle than most. They are not afraid of the dark, nor of the almighty storms that snatch and heat them. They are prepared to spend the night at some palatial hotel—or stretched under their cars in the roadside weeds. They hobnob one day with Mr. Bertram Bilyun at the Royal Palm and on the next with Hank Hayrick of Hawgus.

The country is divided into sections, each covered by a man or two, according to the topographical difficulties. The start is made any time from March 1 to May 1. They head from the south, working gradually north, and keep going till the snow stops traffic. Fifteen thousand to 32,000 miles are covered by each car in a season, and this year there are ten cars.

Two scouts go together, a driver and a router. They work interchangeably. Each has to be something of a draftsman, something of a topographer and a great deal of a chauffeur. The maps and road details are drawn while the car is moving, every crossroad, grade, railway and landmark being noted in such picturebook fashion that "a child can follow it." There is a knack to it, of course. A sort of instinct for relation and proportion. A scout does not have to be an engineer, but he must have gumption.

Aside from hanging to the sides of the mountains by their eyelashes, being drowned in creeks and blown to atoms in cyclones, Mixer says the Blue Book pathfinders who cover the southern routes have few kicks coming. For real difficulties he commends us with becoming modesty to the western men.

His pal, R. A. Woodall, the westerner, grins modestly, however, insisting that since Al Jennings gave up highwaymanship to teach a Sunday school, and the Imperial Valley was transformed from a blazing desert to a fruit farm, the west has hardly any pep at all to a real trouble-hunter. Outside of an occasional Mexican shooting party on the border, a few hold-ups out in the bad lands or on the Apache Trail, a quicksand or two to fuss with, or an onrushing mountain torrent to beat, the pathfinder's life is as quiet as a Brooklyn motorist's. Of course, it is annoying to get lost in the desert and die of thirst. Or be stuck somewhere near a forest fire without food and all the wires down, and no houses nearer than 19 miles across Canyon Diablo.

The western pathfinders are always provisioned for a week or so, for it is not uncommon to be stuck through storm or accident in the middle of nowhere for several days, with wires down and nobody handy to make doughnuts or ladle out soup. It takes fellows with a generous supply of nerve and bravery to cope with this unusual work. It takes fellows the like of which put Chateau Thierry into proud American history. The kind who don't know how to quit.

MUST FIGURE AHEAD

Jesse E. Smith, of the local Ford Agency, says that although factory production is spurred to the highest point, it is away behind the demand for cars especially the enclosed style. He warns intending purchasers to get their orders in at once for orders are filled in turn as given and a wait of even three months may be necessary if orders are delayed too long.

AN UP-TO-DATE AUTO CAMP GROUND

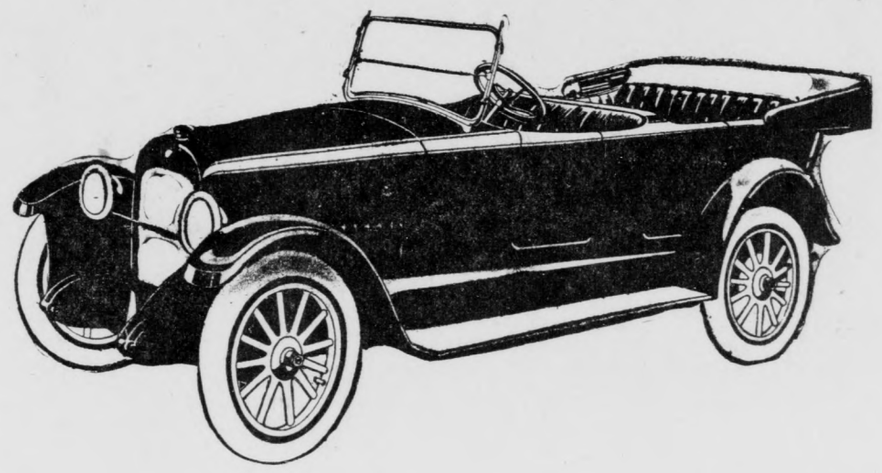
Long Beach has provided an auto camping park that is decidedly up-to-date. A five-year lease was taken on two blocks of ground near the Belmont pier, in the extreme eastern part of the city. This provides space for 75 tents, which will be let at a merely nominal charge. Water is piped to the tract and all proper sanitary measures provided. The camp was opened May 15th and is especially designed to meet the needs of auto tourists.

General agents for cars keep on rushing to eastern factories to demand heavier shipments to supply increasing demands for new cars, but all come back with the same story. The output, hampered by the war, cannot catch up with the unprecedented demand. And there is no relief in sight for months ahead.

THE ANVIL CHORUS

IT GAVE SOME HARD KNOCKS, BUT NO ONE WAS HURT THEREBY

It was in the Nash Motor Agency. Shiny new cars and several used ones were occupying the floor, while Widmeyre, Brown and others were grouped about a Nash that had been driven in by Dr. Westphal of the Glendale Sanitarium for some slight adjustment. Some bantering remark was made by Mr. Widmeyre about the doctors' profession in general and Dr. Westphal seemed a little nonplussed at first, but not for long, and he countered with a knock about a knock in his engine, and warming up to his subject, he added: "I've got one serious fault to find with my Nash. It's a pretty good car in many ways. I bought the first one you sold in Glendale and therefore I deserve some little consideration. I was told this car was second to none in everything that goes to make up a first-class, up-to-date automobile, but I'll tell you to your face, Mr. Tom Widmeyre, this car has a mighty serious fault." "Why, you surprise me, Doctor. What can it be?" emclaimed Mr. Widmeyre. "I thought that car was giving perfect satisfaction." "Well, it isn't, I'll have you know," said the Doctor. "As I said, it has a fault that would spoil it utterly for some drivers, but I manage to overlook it." "But what do you mean, Doctor? Explain yourself," said Mr. Widmeyre. "Why," said Dr. Westphal, "I just can't hold it back in going up a hill. It went up that steep Montrose hill like a bird, with me holding back with all my might, and that long Flint Ridge incline that gets so many cars did not even bother mine." And here the anvil chorus ended, with every knocker reconciled to his fate.



Beauty, Power and Comfort

Combining the utmost in style with practical comfort, the Nash Touring model makes an especial appeal to discriminating buyers everywhere. And in addition to its style and comfort, its Nash Perfected Valve-in-Head Motor assures it unusual power, quietness and economy of operation as well.

THE NASH SIX

Perfected Valve-In-Head Motor

Five-Passsenger Touring Car, - - $1720

Seven-Passenger Touring Car, - - $1880

Six-Passenger Sedan - - - - $2845

Four-Passenger Coupe - - - - $2625

Two--Passenger Roadster - - - $1720

Four-Passenger Speedster - - - $1825

Prices Delivered Glendale

THOMAS G. WIDMEYRE

Dealer

207 NORTH BRAND BLVD. PHONE GLENDALE 1678

NASH MOTORS

VALUE CARS AT VOLUME PRICES

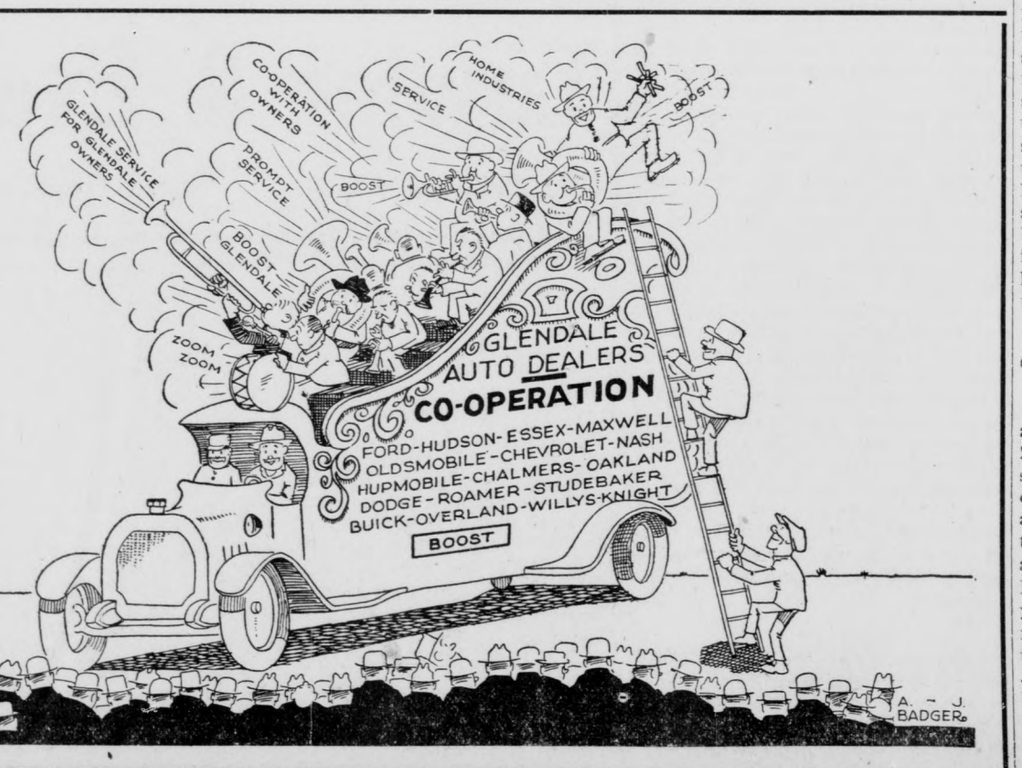
HOW JUSTICE WAS VINDICATED AT SPEEDER'S EXPENSE

There has been so much speeding across the big Arroyo Seco bridge that the Pasadena justices of the peace determined to stop the practice by drastic methods. Fines were of no effect so they firmly announced that hereafter only jail sentences would be inflicted. The chance came recently to one of these Brutus-like justices to show his adamantine firmness. A popular young clubman was overhauled speeding gayly along at 45 miles an hour, only 35 more than the maximum decreed for the safety of the bridge and those crossing it. So this justice set his face like a flint and sentenced the gay young darling of clubs and society to spend 25 days in a cold and cruel jail. And then there was weeping and wailing and gnashing of teeth. Would any justice dare to incarcerate in his common, filthy jail a man owning to a million dollars of wealth? Yea, verily, so he would and to jail went young Mr. Speeder. Thus did justice triumph over lucre, popularity, "sassiety" favoritism. And the firm, upright judge unctuously prided himself on his inflexible devotion to justice—for one short half hour, then sent to release society's darling from that "nawsty jail," to the tearful delight of said s. d. The safety of scores of people traveling over a public bridge could be jeopardized with impunity, but the glitter of dad's dollars was sufficient to blind the eyes of this in-justice of the peace.

ONLY THREE KILLED OUTRIGHT

Do you remember your "Ivanhoe" and the tournament at Ashby de-la-Zouche, where Wilfred of Ivanhoe, son of Cedric the Saxon, squared accounts with Brian de Bois-Guilbert and four other haughty foes, then, on the following day headed a young army of knights and badly walloped Bois-Guilbert and his gang? And do you also remember that this tournament went down in history according to Sir Walter as "The Gentle and Joyous Passage of Arms at Ashby" because only three of the contestants were killed outright and thirty or more injured to a greater or less degree? On the same principle, we suppose the recent race on the Indianapolis speedway, when three men were killed outright and another seriously if not fatally injured, could be termed a "gentle and joyous" race. Only three killed when there might have been twenty. And for what? Just to prove that a French-made car with an American driver can occasionally win a race. Those two brave but foolhardy men who were burned to death under their own capsized machine and the other crushed to death were what many of the spectators went out to see. Three men once instinct with bounding life and manly beauty, cold in death, but what matters? "'Twas a famous victory."

Slow down on meeting a scary horse, and shut off your engine quickly if he seems unmanageable. Better lose a few minutes' time than to cause a spill, dangerous to life and property.



Batteries Tested Free

We maintain a completely equipped Service Station, where we are prepared to **Recharge, Repair or Overhaul** your battery, **REGARDLESS OF MAKE.**

WHENEVER YOU HAVE ANY

Auto Electric Trouble

LET US SERVE YOU.

J. A. NEWTON ELECTRIC CO.

629-31-33 EAST BROADWAY

Phone Glendale 240-J. Glendale

DAMAGED

AUTOMOBILE SECTION

PUBLISHED EVERY SATURDAY

Cradle Your Car on Miller Uniform Cords

THOSE dead-weight blows of the load below the springs are what shatter cars to pieces long before their time.

Here is a way that practically ends this evil — the Miller Cord Tire — buoyant, over-size, elastic. Thousands of cable cords as strong as bow-strings, floated in new, live rubber, layer on layer. It gives and takes as it rolls on the rough of the road — it neutralizes shocks — you ride with bird-like ease.

Miller Tires, Cord and Fabric alike, are uniform in mileage, tire after tire. The result is that every Miller is a long-distance runner. Come here and get the size and type you need. And get acquainted with our expert repair work, quick service and reasonable charges.

Tarr's Tire Store

216 EAST BROADWAY
GLENDALE, CALIF.

(241)

GEARED-TO-THE-ROAD

miller GEARED-TO-THE ROAD UNIFORM MILEAGE Tires

KALEIDOSCOPIC RUN

FROM MOUNTAIN TOP TO MAGIC ISLE IN RECORD TIME

For the purpose of demonstrating the possibilities of motor transportation, other than aircraft, a record-breaking, continuous run was recently made by automobile and motor-boat from the top of Mount Wilson to Avalon on Santa Catalina Island. A touring car was driven by Ralph Hamlin from the summit of the mountain to Wilmington, where he entered a motor-boat and sailed over the ocean to the island.

When Mr. Hamlin left Mount Wilson at five o'clock in the morning, the weather on the mountain top was clear, but a solid bank of clouds and fog could be seen below. There was a winding road of nine miles down the mountain-side to cover, with many sharp turns overhanging deep precipices, and he knew the speed would depend upon the condition of the road and the density of the fog. He did not wish to take serious chances by coming down too fast, but the car clung to the road like a leech, though he was twisting the wheel back and forth constantly. Devil's Elbow was rounded without the car skidding an inch, but the bridge over the canyon had to be taken slowly as it was damp from the fog, which was so thick it was impossible to see a hundred feet ahead. The nine miles was made in just thirty minutes.

The route followed from the foot of the mountain was through Lamanda Park, then over the San Gabriel Boulevard to Rio Hondo, thence to Montebello and the Whittier road. The Rivera-Downey Boulevard was taken to Long Beach and the Anaheim road to Wilmington. This run of 39.9 miles was covered in one hour and five minutes. Five minutes were consumed in transferring to the boat and getting under way, but its record was broken when it landed at Avalon, on Santa Catalina Island, after covering 29 miles of water in one hour and fifteen minutes. The total distance of 77.9 miles was made in two hours and fifty-five minutes.

In addition to this trip proving a wonderful feat of transportation, one could hardly imagine a journey more varied in climate and scenery than the one included in that nearly seventy-eight miles. First, a snowy mountain top, with the tall white towers and immense domes of the solar and lunar observatories gleaming in the clear, morning air. Then a rapid descent through forests of evergreens with an ever-changing panorama unrolling below as the car turned and twisted around dangerous curves and steep inclines. Then a plunge into banks of cloud and fog, where all vision was obscured except for a few feet on every side. Thence out into the valley and the sunshine. Over matchless boulevards, past orange groves and gardens, cities and villages, to the seashore. There changing from land to sea and gliding over the sparkling waves of the Pacific and finally landing in the beautiful harbor of Catalina—that fairy island which seems enchanted, so calm, so lovely, so remote it appears to be from all the world.

One could hardly wish for a more wonderful trip, but should one do so, a stage of this could be made by airplane and thus add more thrills to the magic journey.—Golden West.

Three Winners!

HUDSON SUPER SIX

For four years the **HUDSON SUPER-SIX** has been the largest selling fine car in the world. With all its power and speed, it has utmost ease of control. **More women are driving Hudsons today than are driving any other fine car.** Seven-passenger Phaeton, $2265 here. Also six other famous models.

ESSEX MOTOR CARS

The **ESSEX** is the sensation of the year in the automobile world. In this car you find such power, beauty, comfort and stability as was never before combined in a motor car anywhere near its price and weight. Five-passenger Touring, $1595 here. **(Also snappy Sedan model, now on exhibition.)**

Maxwell

The **MAXWELL** is the standard low-priced car of America. In economy of operation, mechanical dependability and good looks it is unequalled in the light car class. Roadster or five-passenger Touring, $1095 here. Also beautiful Coupe and Sedan models.

BARTLETT & FRENCH

DISTRIBUTORS
306 EAST BROADWAY, GLENDALE
Phone 1667

Chevrolet "Four-Ninety" Touring Car

It meets completely the national need for dependable and economical transportation.

The first cost is low. The upkeep is never a burden.

Electrically started. Electrically lighted. Demountable rims. Completely equipped.

The "Four-Ninety" Touring Car $855, f. o. b. Glendale, war tax paid.

OMA FISH, Agent

113 East Broadway

"BUY IT IN GLENDALE"

AUTO ENGINES BEST?

WHY IMPOSSIBLE FOR AIRPLANE TO RIVAL AUTO'S NON-STOP PERFORMANCE

The NC-4's trans-Atlantic flight has proved that regular trips across the ocean are not feasible yet. Airship construction is too flimsy to withstand heavy storms, and the engines used do not seem to be reliable for long trips. Come to think of it, 2,000 miles is quite a distance for even the best engine to travel without a mishap. Yet some have beaten even this record. There have been several non-stop runs by autos that have beaten to a frazzle the best performance of an airship motor. One medium-priced auto recently made a non-stop record of 4,370 miles over some very rough roads a great part of the way. Not a stop was made for repairs, and the motor ran for 168 hours without a semblance of a stop and all the time in high gear. Another auto made 4,241 miles without a stop. Now if an auto engine can be constructed to run 168 hours without a stop and without a jar to its mechanism, it seems strange that an airplane motor cannot be built to run for 25 hours without a stop. That's all the time that would be required to cross the Atlantic at 80 miles an hour. Better get some of these auto experts to fit an engine to an airship that will make a non-stop run of at least 25 hours. We confidently look for a controversy over the poor performance of the airship motor as compared to the auto engine that will result in the perfecting of the former to any demands made upon it.

The Lincoln Highway runs over the roof of the world—or at least as high as the second story. Tioga Pass is not far from two miles above tidewater.

COAST GAS CHEAPEST

SELLS FOR 20½ CENTS AGAINST 28½ AT SOME EASTERN POINTS AND IN ROCKIES

Gasoline is sold cheaper in California at San Francisco and Los Angeles than at any other place in the United States. This is shown by figures used by the California State Automobile Association in its successful fight against state senate bill No. 711. The bill sought to define gasoline and fix a standard of quality, but would have resulted finally in motorists being "stuck" for more than ever to the gallon had it passed. Due to the efforts of John W. Stetson, chairman of the legislative committee of the California State Automobile Association, and Percy E. Towne, a director, it was not passed. The figures collected by the Association showed that gasoline is sold at 20½ cents a gallon at San Francisco and Los Angeles service stations. At Portland, Seattle and Tacoma it is one cent higher. In the East gasoline prices range from 25½ to 27½ cents; in Southern states, from 23 to 28½ cents; in Southwestern states, from 25 to 25½ cents; and in the Rocky Mountain region, from 25 to 28½ cents.—Motor West.

Less than four miles of the highway up Santa Ana canyon remains to be paved and this will be rushed to completion before winter, making an all-the-year-'round highway of it.

NASH AND JEFFERY

Service Station

We do general automobile repairing.
Valve-in-head motors a specialty

NO JOB TOO DIFFICULT

We have a perfect equipment and skilled auto mechanics. Every job guaranteed.

Lawlor & Evans

207 N. Brand Blvd. Phone Glendale 1678

WALLACE REID TALKS

TELLS GLIBLY OF 100 MILES AN HOUR IN AUTO FILM DRAMA

"Buckarooing a Hudson" is not the title of Wallace Reid's latest photoplay, but as Wally says, "I just wanted to shout when I saw that new Hudson phaeton, so I vented my joy by vaulting the hood and pretended there was a motion picture camera taking me in real action.

"You see, it was a racing car I drove in that thrilling picture, 'The Roaring Road,' and I have had a mighty fine opinion of Super-Six power and speed ever since. When you drive a car at 110 miles an hour, as I did that one, you have a feeling that you are actually a part of the car. Your heart accelerates and pumps the blood to your veins, just as the carburetor sends the gas faster and faster to the cylinders and the pump forces the oil to the bearings. When that action is smooth and strong, it's like yourself when you are full of red blood and health. I never enjoyed anything so much as I did the thrill of that Super-Six demon in 'The Roaring Road.'

"And so when I saw this new car, I felt the thrill of possibilities in it. I knew that beauty of line and finish carried beneath it a super motor which would respond to the beating of my own heart. It is like meeting certain people, you know instantly that they will be congenial, that they are the product of good parentage and good blood.

"It is my belief that those qualities show in a motor car as forcefully as they do in one's friends, and it was like meeting my own chum to see that Super-Six."

TO MAKE THE MEMORY LAST

The auto trip with its swift motion and ever varying scenery soon ends; the delights of hauling in the fish from mountain stream or lake are over very quickly; but the pleasant memories of the outing can be preserved for weeks and months and years by means of camera views, taken by yourself. When packing up for your vacation trip, don't forget to put in a Seneca camera and plenty of films. For expert advice on this important point consult Baird & Morrison at the Glendale Pharmacy.

Never race the engine of a new car. It should run at least 200 miles before this is attempted.

THEY ARE ALWAYS BUSY

Two of the busiest men in all Glendale are Lawlor & Evans of the Nash and Jeffery service station, 207 North Brand Blvd. They do mighty fine work and are so genial and accommodating to all visitors that they make new friends constantly. Both are skilled auto mechanics, and can diagnose any engine trouble or defect most accurately and quickly.

Barney Oldfield advises every motorist to become thoroughly familiar with local traffic regulations and follow them to the letter. This is wise advice, but how very, very few motorists observe it.

AUTOMOBILE SECTION

PUBLISHED EVERY SATURDAY

Piston Rings

For the first time in Glendale a complete assortment of

PISTON RINGS

The Monarch Company, true to its regular custom, has been careful to pick out what it considers THE BEST.

IN CHOOSING THE

INLAND RING

we have taken into consideration both its popularity and its real merit. A one-piece ring with nothing to get loose and score the cylinder. A flexible ring that will secure the fullest compression and lubrication.

Car owners should insist on their repair men using

INLAND RINGS

It costs no more for labor to put in Inlands than less satisfactory ones.

The Monarch Co.

Telephone 679. **121 South Brand**

See Our Camping and Touring Supplies

WHEN RETREADING PAYS

MONARCH GIVES PLAIN VIEWS ON THIS IMPORTANT QUESTION

There are many automobilists who hold the opinion that retreading is not primarily a good money saving investment. Numerous causes have contributed to this belief and it is not surprising that so many drivers refuse a second trial after being disappointed the first time. Let us examine some of these causes and try to locate the trouble.

In the first place, no casing should ever be retreaded without first being thoroughly examined by a competent tire man to determine whether or not the carcass is sound. Not only should a careful inspection be made, but what is of far greater importance to the user, an honest decision be given.

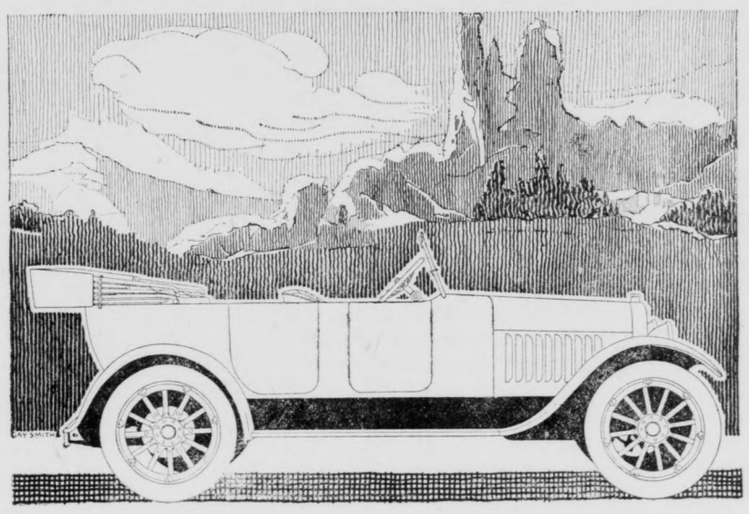
In making this examination several points must be considered. The make of the tire should be taken into account. Men in the tire business are well acquainted with the peculiarities incident to each different brand. Some are known as good tread tires. Others as good fabric tires. Many times the tread will outwear the fabric and, although to all outward appearances the tire is wearing well and is worth retreading, examination of the inside of the fabric proves this to be untrue. Remember, if there is a break in the fabric, the finest retread is useless, for a blowout is sure to occur.

If the tire has been kept in service until worn through the breaker strip, the outside must be looked at carefully. In case one or more layers of fabric have been worn through, a liner should be cemented in to give the necessary strength to the carcass.

In this connection it should be thoroughly understood how much depends on the care given the tire by the owner in keeping up the proper inflation. Until well worn through the tread there should be twenty pounds pressure to the inch.

As soon as the breaker strip shows, decide whether or not a retread shall be put on. Further wear may ruin the tire.

Monarch retreads have gained their success and attained their popularity, first because of the care taken in inspecting tires before acceptance for rebuilding; second, on account of the high grade material used and finally through the expert workmanship and methods applied.



A Hot Spot Chalmers Holds Every Drop of Gas to Account

It takes gas to move weight. And in a car like the Hot Spot Chalmers, which is 300 pounds above the "light-weight" class and 300 pounds under the "heavy-weight" class, gas has more than passing attention.

The trick is to move this weight at the minimum effort. Therefore, the Hot Spot and Ram's-horn play a great part in the Chalmers.

Hot Spot holds every drop of gas to account.

It "cracks up" into a "dry vapor powder" the raw gas just as the gas enters the Ram's-horn and the latter dispatches the "pulverized" fuel to the cylinders with lightning like rapidity.

The result is that when the spark plugs "touch it off" every drop (finer by far than the naked eye can detect) turns itself into power de luxe.

There's little waste—well nigh none. And remember that this Hot Spot engine of the Chalmers is the most modern automobile engine of the day.

It has made Chalmers one of the few great cars of the world.

CHALMERS MOTOR CAR CO. Detroit, Mich. U.S.A. *Quality First*

L. N. HAGOOD

143 S. Brand Blvd. **Glendale 973**

TWO THOUSAND TRUCKS

FORD FREIGHT CARRIERS SEEN ON NEARLY EVERY HIGHWAY

Though the first Ford worm-drive ton truck was delivered in Southern California considerably less than two years ago, and despite the fact that Ford manufacturing processes were decidedly interrupted during the period of the war, the two thousandth Ford truck to be delivered by the local Ford branch went to a waiting customer last week. All of these trucks were sold in Southern California and Arizona, and the surprising manner in which they dominate in numbers in the commercial car field is evident on every business street in Los Angeles. Prior to the appearance of the Ford worm-drive truck, a great number of "Ford truck attachments" were on the market for the purpose of converting the touring car to a heavy-duty vehicle. How many of these are now in service it is impossible to estimate, but it is certain that the total number of Ford commercial vehicles of the heavy and light-duty type would reach a very imposing figure.

"The production of Ford trucks to date approximates one-tenth of the total Ford production," states an official of the Los Angeles plant. "That means that there are more than three hundred thousand of the Ford one-ton trucks in service throughout the world. Though there was an immense demand for a Ford truck that scores of 'attachment builders' sought to satisfy, the Ford Company literally took years of time to experiment before placing on the market their present worm-drive product. Prior to the appearance of the Ford truck, the worm-drive had been a feature of the highest priced trucks, and few expected the type to be adopted on the Ford. When Ford engineers found the worm to be the most satisfactory from every standpoint, it was adopted regardless of cost. From an engineering standpoint, however, the most interesting feature of the Ford truck is the remarkable manner in which the weight of the chassis has been kept down without the sacrifice of strength. By the liberal use of vanadium steel, the weight of the chassis has been kept down to 1450 pounds, which insures an unusual operating economy. California's corporations are heavy buyers of Ford trucks, and there are many large fleets of the trucks in various sorts of service. It would be hard to name a branch of usage in which there are not Ford trucks employed in large numbers, because of the remarkable economy they show, and their adaptability to any sort of service.

OAKLAND SENSIBLE SIX

"To build at a fair price an automobile so sightly as to uphold its owner's honest pride, so competent as to arouse his genuine respect, so reliable as to win his deepest confidence, so economical as to serve his highest interest—this has been the purpose, is now the accomplishment, and will continue to be the endeavor to which Oakland devotes the whole of its energies."

Touring Car and Roadster.....$1275 F. O. B. Glendale
Sedan and Coupe ..... 1895 F. O. B. Glendale

Oakland Agency

MAX GREEN, Prop.

115 W. HARVARD ST. **PHONE GLENDALE 558**

HARRY T. MOORE, Mechanic. **HADLEY BROWN, Salesman**

BUYS OAKLAND COUPE

Max Green still wears the grin that will not come off except once in a long while when he happens to think how many more sales he could make if only the cars could be had. But seven the past ten days is not so bad. When A. A. Baird, of the Glendale Pharmacy, recently returned from the East to devote all his time to the drug business he decided he must have an auto for himself and wife so he quickly annexed a classy Oakland coupe, which is an ideal family car.

WHO WOULDN'T BE TARR'S COUSIN?

Speaking of advertising, do you know that it is really a science and that expert ad writers and advertising managers get princely salaries, yet some of the ads written by these high-priced experts are not one whit better than are gotten up by our Glendale auto men. O. W. Tarr, of the White Supply Station & Tire Store, has a cousin who is western advertising manager for the Curtis publications, with headquarters at Chicago, and he draws down the comfortable sum of $50,000 a year.

Always drive slowly on approaching a curve, and especially a sharp one, more especially if in a cut or on a side hill, and most especially if you are on the inside.

To enjoy all the pleasure of auto driving one must protect their eyes with a pair of Dr. Steelman's Violet Rays Glasses.

Have your eyes examined now without charge.

Dr. C. Stuart Steelman, O. D.

REFRACTING SPECIALIST

113 S. BRAND BLVD.

"One way traffic" originated in the Yosemite. A nine-foot mountain road descends 3000 feet in four miles. A Government station at top and at bottom of this road maintains a block traffic system. No car may start up while one is coming down, and vice versa.

Right smack in the path of the Lincoln Highway the Onaqui Mountains hump up a formidable back. But the highway just kept on agoin'. Carl G. Fisher has contributed $25,000 toward blasting out and making a real road through this section. It will be known as "Fisher Pass."

Every auto driver should practice shifting gears until he knows by instinct from the car's speed just when a shift should be made.

Do not crowd up closely to a car in front of you. It may have to stop very suddenly and you may jam into it. Safety first.

The high-speed car doesn't always get to the destination first. Remember the fable about the tortoise and the hare.

The auto road up San Gabriel Canyon, as well as that up the Arroyo Seco, will be a scenic route of rare beauty.

AUTOMOBILE SECTION

PUBLISHED EVERY SATURDAY

DEPEND ON GOOD ROADS

SOUTHLAND PROSPERITY HINGES LARGELY ON ROAD BUILDING

After a survey of the industrial field, both in the city and in the farming districts, a leading motor authority gives the following intelligent resume of conditions, which is of great interest to every auto owner interested in the many road projects now up for consideration:

Without having snared in the feverish activity of many parts of the East before or during the war, and with relatively little reconstruction turmoil, the Pacific Coast commercially is on the even tenor of its way, with an upward trend which of course is helped by the influx of tourists but which mainly is due to pleasing agricultural and industrial conditions.

The end of wine production will shift taxation burdens, but these are not heavy and besides, vineyards are being ripped up and nuts and fruits planted, and manufacturers who have made wine will make syrups and other things. Some brewers will emigrate to Japan and China, but they hardly will be missed. Authorities say court costs will greatly decrease. It is said that even moderate Los Angeles spent $20,000,000 a year for drink. Many millions therefore will be distributed among many other channels of trade. There will be better health, more productive efficiency, therefore more spending for automobiles and the things that "go with" them.

Agriculturally, the Far West is picking up wonderfully. According to a report of the Farm Loan Board, the Spokane district has in the past 12 months closed over $30,000,000 in loans—more than any other in the country. The Omaha district ranked second, $29,000,000. Incidentally, if there were greater use of such funds by farmers, bankers would be forced to be more reasonable. Of the estimated total of $800,000,000 loaned through all agencies, only 15 per cent. was borrowed from Uncle Sam through farm loan banks.

Spending power is also increasing in the West, as elsewhere, because the buy-at-home idea is taking hold. Formerly, it is said by those who delve into such matters, California alone sent away $1,000,000,000 a year for products which, made in the state, would multiply its gross and net prosperity to an amount much greater than that because it would lead to supplying neighboring states, as well as buying from them.

The country as a whole is importing vastly less of many necessities as well as luxuries, and a good part of the $400,000,000 a year which Americans have been paying hotels, etc., in Switzerland will be spent on visits to the great chain of Western national parks and the other attractions of the West, especially the Coast.

The greatest influence of all, for increased productivity, is the road construction era which already has fairly begun. Great regions in every Western state are awakening to the fact that they have wasted valuable time and missed almost unbelievable opportunities, through neglecting highway transportation. The only serious obstacle in this direction now is the shortage of road-building brains and manual labor.

Observe "slow" signs, especially on high bridges. There's always a reason for such a sign and observing it may save life and property.

STILL IN ITS INFANCY

LONG DISTANCE AUTOMOTIVE TRANSPORTATION BUT JUST BEGINNING

Automotive transportation is as yet in its infancy. It requires the greatest vision to picture the extent to which we will depend on the motor car in the future. Communities develop and prosper in proportion to road improvements, and with each mile of new road is created further demand for motor cars.

There are approximately two and a half million miles of roads in this country. Only twelve per cent. of them have been more or less improved. Imagine, if you can, the unlimited scope of the automobile when one may set forth for any point in the U. S. confident that he will encounter only good roads the entire distance. One need not be rash to predict that the Pullman will become a mere incidental in our travel scheme.

For instance, that pioneer automotive trunk line, the Lincoln Highway, represents literally the backbone of our good roads of the future. From Jersey City to San Francisco Bay at Oakland there are 3324 miles of road, only a small fraction of which are not improved, or which could not be classified as good roads. Roughly, nearly two thousand miles of this is practically as good as a city boulevard in dry weather.

This year some twelve million dollars will be spent on additional improvements on the Lincoln Highway, while in Ohio, Illinois and Indiana every mile of heretofore unimproved road has been contracted for. By the end of 1919 there will virtually be a paved street reaching from New York City to the Mississippi.

The last session of Congress voted $200,000,000 for use in federal aid in the construction of state highways, making available a total of $273,000,000 from the national treasury in 1919, 1920 and 1921.

State appropriations for 1919 alone are estimated at more than $300,000,000 and the most conservative forecast indicates an expenditure of several billions of dollars for highways within the next few years.

Revolutionary developments in highway transportation point the way to an enormous increase in travel over our roads. Since a very large percentage of this travel is interstate in character, it becomes evident that any policy which seeks to consider states as separate units is too narrow. The problem is too large, too vital, for the mere extension of federal aid to the states. A broad national policy is imperative.

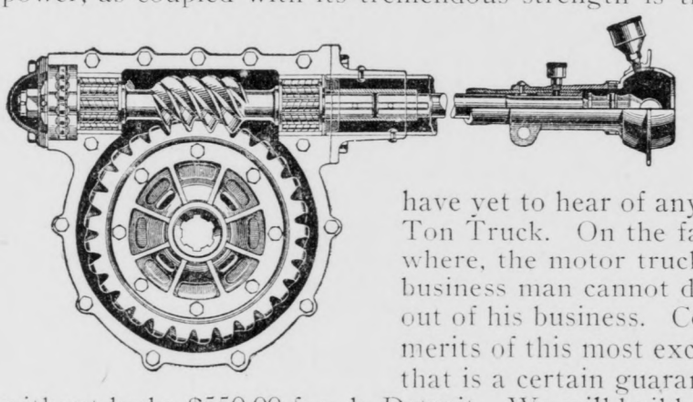
This is provided in a measure proposed by Senator Charles E. Townsend, of Michigan, which, briefly outlined, will give a nationally connected system of main trunk lines, relieve states of heavy financial burdens, put the burden of national highways maintenance upon the federal government and place national construction in charge of a commission of five men appointed by the President. It also directs the commission to locate and construct highways to meet future traffic. Such a measure, made a law, would give tremendous impetus to the development of passenger transportation by automobile, and speed the day when one would travel to distant points by railway train only as a last resort.

Shift your gears to low or second speed if driving on a congested street where quick and frequent stops are necessary.

Ford

THE UNIVERSAL CAR

Here is an illustration showing the powerful worm drive of the Ford Model T One-Ton Truck. The worm drive, we believe, is the most dependable method in the transmission of power, as coupled with its tremendous strength is the positive reliability of motion. The worm drive is the essential equipment of the highest priced motor trucks and its advantages over chain drive and direct transmission comprise power, stability and durability. After three years of hard practical service, we have yet to hear of any kind of trouble with the Ford One-Ton Truck. On the farm, in the city, anywhere and everywhere, the motor truck is an economy that the aggressive business man cannot deny himself, if he would get the most out of his business. Come in and let us show the many strong merits of this most excellent motor truck. It is a "Ford," and that is a certain guarantee of efficiency and economy. Price, without body, $550.00 f. o. b. Detroit. We will build any kind of a body you want and assure you of a fair price, likewise the assurance of a satisfactory and reliable "after service." We advise placing your order without delay, because the factory is not running on normal conditions. Won't be for some time. Any one of the firms signed below extend the solicitation to call and examine the truck.



Clark & Coberly, 2219 W. Pico.
Dunham, W. D., 1250 W. Seventh St.
Fahy-Atterbury Co., 1042 S. Grand.
Finch, B. A., 221 E. Sixth St.
Fleming, A. L., 1825 E. First St.
Gray Motor Car Co., 1716 Cahuenga Ave., Hollywood.
Heinie Auto Sales Co., 1914 S. Main.
Hubbard Auto Sales Co., 761-763 S. Central Ave.
Hughson Co., Wm. L., 10th and Olive.
Moore, Jos. A., 801 Fair Oaks Avenue, South Pasadena.
Nadeau, J. A., 1601 Nadeau.
Noll Auto Co., 1931 N. Broadway.
Smith, Jesse E., 400 East Broadway, Glendale.
Smith, William E., 707 East Colorado, Pasadena.
Tupman Co., W. I., 3546 S. Vermont.

It will pay you to know the Ford dealer in your neighborhood.

WHAT MAKES THEM SPIN

POPULAR DELUSION AS TO WHAT CAUSES AUTO WHEELS TO GO ROUND

"There is hardly one driver of an automobile in a hundred who really knows what makes his car run," said a leading auto authority recently. "Ninety-nine per cent. of the people you meet will say that their car is operated by explosions in the cylinders. As a matter of fact, nothing even remotely resembling an explosion takes place in an automobile engine when the gasoline vapor is ignited by the spark. Every gas engine is a heat engine and derives its power from converting the fuel used into heat. It is the expansion of the heated gasses in the cylinders that results in the impulses necessary to run the motors. So far as the motor is concerned, a gallon of gasoline represents so many heat units, and the greater the percentage of these heat units that can be converted into power, the greater the efficiency of the engine and the lower the cost of operation. The combustion of the gasoline in the cylinders is a comparatively slow operation. This is the reason for advancing the spark. When the spark is advanced the combustion is started before the piston reaches the upper half of its stroke. Thus the full force of the expanding gas is utilized the instant the piston begins its downward journey.

"One of the secrets of the remarkable performance of a new type of engine is the care taken to utilize the heat generated from every drop of fuel. As a result the motor develops more than fifty horsepower, although it is only rated at eighteen and is only twenty-nine inches in length over all. The manifold carrying the carburetor is bolted directly to the head of the cylinders and the inward passages are given a downward slope from the carburetor through the valves. Perfect conditions for starting are thus obtained together with the greatest efficiency since the combination of gravity flow of the mixture and the hot manifold insures perfect distribution and complete combustion of the fuel. Every drop of fuel is atomized and burned."

CHANGES IN AUTO LAWS

NEARLY, IF NOT QUITE, ALL FOR THE BETTER, IS GENERAL BELIEF

Among the new laws and amendments to go into effect July 1st are several affecting autoists. They should be carefully studied by every driver of a machine and obeyed to the letter. Here are the changes made.

Prohibiting persons under the influence of liquor or habitual drug users of narcotics from operating motor vehicles.

Increasing the speed limit in daytime on unobstructed portions of highway to thirty-five miles per hour.

Anti-joy riding section, which makes it a felony for a person to take a car without the owner's consent, whether with or without the intent to steal.

Requiring new license plate each year, and in case of transfer or sale the number must follow the car instead of the owner.

Prohibiting discharge of firearms from motor vehicles.

Headlight restrictions.

Requiring all motor vehicles used for commercial purposes to be equipped with windshields.

Arm signals in turning.

In the hope of overcoming the motor vehicle "evils" of joy-riding and the driving of cars by intoxicated persons or drug users, severe penalties are provided for violation of the new moral provisions. In case of violation of the section relating to liquor and drugs, a fine of not more than $5000 nor less than $500 may be imposed, or in lieu thereof imprisonment in the county jail for not less than six months nor more than one year, or in State prison for not less than one year nor more than three years.

While under-inflation is a serious menace to the life of a tire, resulting in rim cuts, over-inflation is also to be avoided, as it causes the weight of the car to rest most heavily on the very center of the tire's top, largely increasing the wear on that portion.

The driver of an automobile should give undivided attention to his driving. There is plenty of chance for accident when a driver uses due care, and there is still a greater chance for accident when the driver is careless.

Hillside curves are dangerous meeting places for autos unless both drivers are careful and cautious. Both cars should be kept under perfect control and horns sounded frequently.

Automobile drivers should see to it that the brakes of their car work all right before starting on a trip.

Be polite when driving on the public highway, just the same as you would be if walking upon the streets.

It pays to keep an automobile looking neat and clean, just the same as it pays to keep any other kind of property looking neat and clean.

When starting on an auto trip, whether it be short or long, be sure you have sufficient gasoline to serve you.

Drive on the right side of the public highway, and especially you should do this when rounding curves and when in the midst of considerable traffic.

Increase speed on approaching a hill, if the way is clear.

Take a Camera Along on That Auto Trip

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Palace Grand Theatre

TONIGHT

DOUBLE BILL

WALLACE REID

—IN—

"The Roaring Road"

—AND—

"THE BETTER 'OLE"

TOMORROW

DOROTHY DALTON in
"THE HOMEBREAKER"

And also a 2-reel comedy, entitled "Have Another."

Two Evening Shows—7 and 9
Don't Forget Matinee at 2:30

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We specialize in all branches of Delco work. Our service is at your disposal at prices 50 per cent lower than in Los Angeles.

BUICK AGENCY,
237 S. Brand, Glendale.

P.-T. A. FEDERATION PICNIC

The Glendale Federation of Parent-Teacher Associations will hold their annual picnic on the grounds at Mrs. John Robert White's next Monday from 10 till 5.

Personals

Mrs. J. L. Denny of Verdugo Road is confined to her home and quite ill of rheumatism.

Mrs. Gertrude Follansbee expects to leave about the 21st of June for the East with a party of Pasadena friends.

Mrs. E. B. Moore of South Maryland Avenue on Friday attended an all-day missionary conference in Los Angeles.

W. A. George and family of 400 West Stocker street went to Hermosa Beach today, to spend a couple of weeks enjoying the sea breezes.

Mr. and Mrs. C. W. Howard and family of Hemet are guests for a few days of Mr. and Mrs. William C. Wattles of South Glendale Avenue.

Mrs. W. E. Evans and little daughter, Catherine, of 333 North Orange street, both of whom have been quite ill, are now able to be out and almost in normal health.

The annual picnic luncheon of the Shakespeare Section of the Tuesday Afternoon Club will take place June 16 in Monrovia Canyon, to which the members will go by auto.

Frank C. Ayars of 214 West Chestnut street, who, with Mrs. Ayars, was called east a short time ago by the death of his wife's father, has returned. Mrs. Ayar's remained for a few weeks to visit with friends.

Mrs. George Reuter, press chairman of the Tuesday Afternoon Club, is a guest today at a luncheon which is being given at Hotel Clark in Los Angeles for the press chairmen of women's clubs of this district.

Pupils of Mrs. H. E. Addams will be heard in a recital to be given at her home, 126 Arden avenue, June 14th, at 2:30 o'clock. Mrs. Addams will be assisted by the violinist, Modeste Morteson.

Friends of Mrs. H. P. Goodwin, of 212 West Garfield avenue, who underwent an operation in a Los Angeles hospital a week ago, will be glad to know that when last heard from she was making an excellent recovery.

Dr. E. L. Eames and Mrs. Eames of 1842 Gardena Avenue are entertaining a few friends this evening for Miss Tholen, sister of Dr. Emil Tholen, who recently came to Glendale to make her home with the doctor.

Music Section members of the Tuesday Afternoon Club will have their annual picnic at La Ramada next Friday. Mrs. Roscoe Puffer, who is chairman of arrangements, is asking members who are expecting to attend to telephone her in regard to their contributions to the lunch.

Madam N. LeBlanc, of 1119 South Glendale, returned from a month's stay at Redondo Beach, much improved in health; the sea breeze had a very invigorating effect on her. During her absence Mr. LeBlanc built her a most comfortable sleeping porch and sun room, which she is enjoying since her return home.

Mrs. Ella Richardson is enthusiastic over the assistance given her in preparing for the entertainment at her home tonight by L. T. Rowley, who has arranged tables and served wherever a helping hand was needed. Mr. Rowley is one of the most enthusiastic supporters of the Community Sing and can be depended upon to do everything possible to help it along.

The regular monthly supper at the Congregational Church took place Wednesday evening and between 75 and 80 members came out to enjoy it. It included a business session at which reports from the various departments of the church were submitted, after which there was a social good time. It is probable that the next supper will take the form of an early evening picnic.

O. R. Burt of 1020 North Central Avenue informs the Evening News that his eldest son, Fred, who recently returned from service overseas, in the front of battle till the war closed and then with the Army of Occupation in Germany, went to work immediately driving a truck for James Connor, who has a big contract for hauling tile to Long Beach. He's too busy to get around and see his friends, even for a few minutes.

Last Sunday Mr. and Mrs. D. R. Dennison, of 702 East Harvard street, had the pleasure of entertaining their son and his wife from Torrance, and their son-in-law, daughter and two children from Ventura. When the Ventura guests returned, Mr. Dennison went with them and has just got home. He says the Lima bean crop there is looking finer than he ever saw it before, that beets and walnuts look good and everything is flourishing. While in Ventura he saw Mrs. Verne Horning, a former resident of Glendale.

Advertise it, or advertise for it in the Evening News.

MASONIC NOTICE

Unity Lodge No. 368, F. and A. M., will confer the Third Degree this (Saturday) evening, commencing at 4 o'clock. Dinner will be served at 6 p. m., and work resumed again at 7:30. All Masons cordially invited.

R. W. MASTERS, W. M.
A. W. TOWER, Sec.

I NOTICED

the Sierra Ginger Ale (made in Glendale) man's "ad" in the L. A. cars—headed "Notably Different," stating that "he knows 15 makes of ginger ale—all good ones—but Sierra is BEST."

It is a good advertisement, because, I believe, it is TRUE and he can prove it.

It reminds me of a similar statement I frequently make, that "there are over 200 old-line life insurance companies in the U. S.—all good ones—but the Provident is the BEST," and I can prove it. It is also "different." Let me explain. It will pay you.

W. B. Kirk

Specialist in Income and Endowment Insurance.

N. B.—The Henry-Brown Co. is NOT paying for this "ad."

THIS IS THE MONTH

WHEN

A new chapter in life's history opens.
After he has said
"Will You?"
And she has said
"Yes,"
leave the floral worries
to the

Glendale Plant and Floral Co.

124 S. BRAND.
Phone Glendale 1030.

Morning and Evening Deliveries

GLENDALE CREAMERY CO. GRADE MILK PASTEURIZED AND RAW PHONE 154

KAY-LAC BUTTERMILK

All the teachers in the Cerritos Avenue School were invited to a social afternoon Friday at the home of Mrs. A. H. Brown, at 1737 Gardena avenue. It was just a social good time with considerable music. Refreshments of punch and cake were served by the hostesses, who were officers and members of the Cerritos Avenue Parent-Teacher Association, viz., Mesdames Glassburn, Brown, Tuttle, Pittinger, Strong, Moore, Rice and Goldsborough.

BOY SCOUT WEEK

June 8th to 14th is set aside by Presidential proclamation as National "Boy Scout" week. It is the plan of Mr. McAdoo and his workers who have the drive in charge to extend the privilege of associate membership to all adults interested in the Scout movement. It is planned to have an associate membership supporting this work that it may be extended to more boys.

Anyone wishing to contribute one dollar will be able to do so to any of the Glendale Scout Masters, L. T. Rowley, Fred Biren, Robt. McCourt, or to the Scout Executive, E. E. Harwood.

Sunday Chicken Dinner

YAGER'S CONFECTIONERY

111 S. Brand Blvd.
Phone Gl. 1000.

SCHOOL COMMITTEE GETS DOWN TO WORK

A brief meeting of the committee of three, consisting of Mrs. Kulp, Mrs. J. Ogden Ryan and Ezra Parker, and members of the Board of Trustees of grade schools met following the mass meeting Thursday night and have since had a meeting to look over plans and secure estimates from architects and builders which will enable them to make a rough estimate of the amount of money that will probably be needed to build a suitable schoolhouse on the Broadway campus which will provide ten class rooms, sloyd and domestic science rooms and an auditorium. The committee is planning to make an auto tour the first of the week to see some of the more recent schoolhouses of Southern California, with a view to getting ideas relative to styles of architecture, and will be glad to have persons interested in their problem join them.

JUNIOR CLASS PARTY

Members of A9 of the Freshmen of Glendale Union High had a delightful party Friday evening at the home of Mrs. Ella Richardson on Central avenue and Riverdale drive. The guests arrived about 8 o'clock and played games for an hour and then, to fine music furnished by Kenneth Whaley and a friend of his from Los Angeles, they danced for two hours on the tennis court. Punch was served throughout the evening. Miss Virginia Huntley was chairman of the committee of arrangements which included Dale Wood, the class president; Editha Atkinson, Dale Fell, Josephine Emery, Mildred Osmand, Theodore Thompson, John Richardson, Bob McCourt and Raymond Puffer. The party was chaperoned by Mesdames J. G. Huntley, Frank Fell, W. B. Thompson and F. A. Sawyer.

COMMUNITY SING PARTY

Several members of the Music and other sections of the Tuesday Afternoon Club are making up parties of their own and other children to attend the good times affair at the home of Mrs. Ella Richardson on Central and Riverdale tonight, to which guests are invited to bring their picnic lunches and enjoy the good, hot coffee which will be served. As is pretty generally understood, it is a benefit for the Community Sing and Mrs. Richardson is endeavoring to make it a community gathering in every sense of the word. To do away with the necessity for introductions and promote sociability, she is asking everyone who comes to wear a card bearing his or her name. A beautiful musical and literary program has been provided as already published, and there will be informal dancing after the program.

SENIOR FAREWELL

Juniors of Glendale Union High had their "annual splash" and entertained royally Friday evening the Seniors so soon to vanish from the local temple of learning. Their treat began with a theatre party at the Palace Grand, where the two classes occupied the balcony and made things interesting for the audience below, made up in part of interested parents and friends who listened appreciatively when the young people anticipated the orchestra and sung one of their school songs to the accompaniment of ukuleles. The happy boys and girls applauded whenever there was the slightest excuse and orchestra and picture (which featured Bryant Washburn in "Poor Boob") shared their generous approval.

Following the play the Seniors were conducted to the school cafeteria.

At the cafeteria ice cream and cake were served and a program of toasts enjoyed over which Guy Bennett, president of the Juniors, presided as toastmaster. They included: "The Class of 1920," by Fred Dodge; "The Faculty," by Frank Balthis; "Our Guests," by John Worley; "The Class of 1919," by Clifford Kenworthy; "The School," by Prof. Moyse. There were songs by eight of the Seniors and a reading by Miss Terry. Chaperones were: Mr. and Mrs. Harry Howe, Misses Helen Kalliwoda, Elda Eggert, Helen Goldthwaite, Gertrude Mallory, Abbie Terry, Ethel Flood, Helen Darsie, Mabel Henry. An adjournment was taken to the school gym where the young people danced from 10 to 12.

DR. DIETERICH OPENS OFFICE

Dr. O. A. Dieterich announces the opening of offices at 111A East Broadway. A complete X-ray equipment and chemical laboratory have been installed and the office will soon be equipped for emergency surgical work. Telephone Glendale 485.
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Do you want to get in on a high-class investment in an income business property in the heart of the Business District, where your investment will bring you 10 per cent. annually, besides getting the advantage of the increase in value of this boulevard frontage. This proposition is absolutely the best thing in town today, and will merit your investigation.

See Chas. W. Kent & Son, 131 S. Brand. 183tf

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Can supply a few more customers with Standard Grade A raw milk. All cows tuberculin tested. Phone Glendale 306. 163tf

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Your Interests Are Ours

When you view in systematic action the complicated machinery that stamps this bank as a modern institution—the busy tellers, the department clerks, the numerous bookkeepers and the long experienced officiary who guide this small army of workers; when you contemplate the perfect equipment—massive safes, safety deposit vaults, desks, typewriters, adding machines and daily balance system, do you ever stop to realize that all of this is

At Your Service

And at the service of every depositor of this bank, no matter how small his account? We make your interests ours and in many ways we save you time, trouble and money.

Constantly before us is the aim to so serve the people of our beautiful city that the banking account of every resident who carries such will be in the home bank. YOU can aid us in attaining this worthy ambition.

First National Bank
Of Glendale

Southeast Corner Brand and Broadway

Seashore— PACIFIC ELECTRIC —Mountains

Vacation Time

is here again and many of us are planning to spend a goodly portion of that time at one of the numerous seaside resorts, while others will prefer the mountains—

In either case the PACIFIC ELECTRIC RAILWAY offers unexcelled service to seaside resorts and direct connections to many mountain camps.

SEASIDE RESORTS

Venice, Ocean Park, Santa Monica, Hermosa Beach, Manhattan Beach, Redondo Beach, Long Beach, Seal Beach, Huntington Beach, Newport Beach, Balboa.

MOUNTAIN RESORTS

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Five Specials

A SUNDAY NIGHT SERIES OF HUMAN INTEREST SERMONS
With Historical Background and Present Day Application

June 8—"Balaam, the Corrupt Politician."
June 22—"Ezra, the Social Reformer."
June 29—"Miriam—The Ugliness of Envy."
July 6—"Gideon, the Honest Doubter."
July 13—"Eli, a Good Man But a Bad Parent."

CENTRAL CHRISTIAN CHURCH

(COLORADO ST. AT LOUISE)

Tomorrow a. m.—"Is Christian Unity Coming?"
Tomorrow p.m.—"Balaam, the Corrupt Politician."

THE BEST OF MUSIC A HOME-LIKE CHURCH

Sunday Services at the Churches

CHRISTIAN SCIENCE CHURCH

First Church of Christ, Scientist, corner Maryland and California avenues.

Services Sunday at 11 a. m. The lesson sermon is from the Christian Science Quarterly Bible Lessons. Subject Sunday, June 8th, "God the Only Cause and Creator."

Sunday School at 9:30 a. m.

Wednesday evening testimony meeting at 8.

Reading room, 135 S. Brand Blvd., open daily except Sundays and holidays from 12 to 5 p. m. Also every Tuesday, Thursday and Saturday evening from 7 until 9.

CENTRAL CHRISITAN CHURCH

Corner Louise and Colorado Sts.
Clifford A. Cole, pastor.
Services for Sunday, June 8th:

9:30 a. m., Bible School, with classes for all ages.

10:30 a. m., Bible School merges, with no intermission, into morning worship service. Hymns and special music, sermon by the pastor and sacred communion.

7 p. m., Senior, Intermediate and Junior Endeavor Societies.

8 p. m., song service, then sermon by the pastor on "Balaam a Corrupt Politician."

ST. MARK'S EPISCOPAL CHURCH

The Rev. Dr. Cornell officiating.
Whitsunday:
Sunday School, 9:30 a. m.
Sermon and Holy Communion, 11 a. m.
All are cordially invited.

FIRST METHODIST EPISCOPAL

Corner Kenwood and Wilson.
9:30 a. m., Sunday School.
11:00 a. m., morning worship. Children's Day exercises.
8:00 p. m., evening worship, sermon by the pastor. Topic, "Humanity Best and Worst."
A good program of worshipful music at each service. Seats free.

BAPTIST CHURCH

The regular morning worship will be held at 11 o'clock with a Children's Day sermon by Rev. Eugene Haines on the subject, "State Jewels."

The Young People's Meeting will be held as usual at 7 o'clock.

PRESBYTERIAN CHURCH

(Roll Call Sunday)

All members of the church are requested to respond to the roll call program as outlined in the mailed letters.

The pastor will preach a special sermon, on the subject, "The Measure of the Angel." The service begins at 11 o'clock. Everybody invited.

The Children's Day exercises will be held at the Sunday School hour, 9:30. A fine program to which all are welcome.

"The General Conflagration" is the pastor's topic for the evening service, 7:45. This will be the last in the "Fire" series.

The Endeavor meetings at the usual hours, 3, 6 and 6:30.

WEST GLENDALE METHODIST EPISCOPAL CHURCH

Rev. W. W. Cookman, pastor.
Sunday, June 8th:
Children's Day exercises in the morning, beginning at 10 o'clock instead of 11 o'clock. A very interesting and entertaining program will be presented by the Sabbath School—flowers, songs, recitations, etc.

Sermon in the evening at 8 o'clock by the pastor.

Everybody welcome to the day's services.

CONGREGATIONAL CHURCH

10:30 a. m., joint service of Sunday School and church in Children's Day program.

7:00 p. m., young people's meeting.

8:00 p. m., Boy Scout movement featured:

Reading, "The Boy Scout," Mrs. Willisford.

Address, "What If They Had Quit," Dr. Willisford.

For detailed announcements see elsewhere in this paper.

Location of church, Central and Wilson avenues.

CASA VERDUGO M. E. CHURCH

Julius Soper, pastor.
9:45 a. m., Sunday School.
11:00 a. m., Divine Service.
5:45 p. m., Intermediate League.
6:30 p. m., Senior League.
7:30 p. m., Divine Service.

HOLY FAMILY CATHOLIC CHURCH

Mass at 8 and 10:30. Sunday School at 9 a. m. Sermon in English at 10:30 service. Doors open for all.
REV. JAMES S. O'NEILL,
Pastor.

"Humanity---Best and Worst"

SUNDAY, 8:00 P. M.
PASTOR, CHAS. H. SCOTT

CHILDREN'S DAY

SUNDAY, 11:00 A. M.
HUNDREDS OF HAPPY "KIDDIES"
INFANT BAPTISMS
MAJOR PIERRE BLOMMAERT
Special Representative of King of Belgium
WEDNESDAY, JUNE 11, 8:00 P. M.

FIRST METHODIST CHURCH

KENWOOD AND WILSON

BEST MUSIC. WELCOME. FREE SEATS.

WATER BONDS

(Continued from Page 1)

mand the capitalization of the water system—that is, the bonds voted—has increased from $248,000 to $303,500 or only 22 per cent. It has been necessary, owing to the unavoidable conditions imposed by the war, to meet as far as could be met, the growth of the city out of operating profits. Both the water and the electric systems have been consistently profitable, but they could not be expected to finance such a large growth out of profits in so short a time.

Another matter which needs attention is the protection of the water in Verdugo Canyon. This canyon forms one of the best sources of water supply in Southern California, and is an exceedingly valuable asset to the city. The subdivision and settlement of the floor of the canyon above the present intake, however, is making it increasingly difficult to protect the purity of the water. Water is taken largely from open streams and the building in the canyon leaves the streams in many cases running through yards, within a few feet of residences. Under such circumstances it is almost impossible to prevent various objectionable features, both from a sanitary and from the esthetic standpoint. Among other difficulties, the collection of the water from the surface streams encourages a brown colored vegetable growth in the water during the summer time. This is in no way unhealthy, but is objectionable for many reasons. It can easily be eliminated from water drawn from below the surface.

The solution for all of this lies in sinking a row of wells across the canyon, above the present subdivision and drawing all water from near the bedrock. This will remove all of the difficulties referred to, and must soon be done if the quality of the water is to remain unimpaired.

In its efforts to protect the purity of the water the city has been in litigation with the subdividors in the canyon for two years. This litigation has finally culminated in an arrangement very satisfactory to the city. The agreement is that the subdividing company is to turn over to the city, without charge, all its water system and water rights in the canyon and land and easements for development of water. The city is to develop its water above the subdivision in such a way as to protect its purity. The rights turned over by the subdividing company are very valuable, but require that the city shall make considerable investments to utilize them.

This is, in general, the situation that confronts the water system. The specific remedy proposed is the issuance of $96,000 of water bonds for the purpose of meeting this situation. This money is to be spent for the following purposes:

It is proposed to drill a line of wells across the Verdugo Canyon above the present subdivision and pump the water from the bedrock into a small collection reservoir. This reservoir will be too high for use in distributing water to the main portion of Glendale, and the water will be carried through a pipe to the mouth of the canyon, at about the 720-foot elevation, which is 60 feet higher than the present reservoirs, where a single reservoir of 1,000,000 cubic feet capacity will be built to supply most of the main level of the town. At present this is supplied by three very small reservoirs set at different levels. On a warm summer afternoon the combined capacity of these reservoirs will supply only a few hours' water. There is no adequate capacity to permit a shut-down of the pumps for any cause even for a short time. In addition, reservoirs are at present too low and their number and the difference in elevations prevent economical operations.

It will be necessary to connect the new reservoir into the distributing system by a 30-inch pipe.

That portion of the Tropico district where pressures are low will be connected to the high level reservoir.

About six miles of new distributing mains will be laid. This will be new mains where the city does not now give service, as on East and West Broadway, on East Windsor Road and on Sycamore Canyon Road; replacements to old mains, largely in the Tropico district and in the central portion of town, where present mains will not stand the higher pressure due to the high level reservoir; and replacements of mains by larger ones, as on South Adams Street, where the addition of territory due to annexation requires a larger capacity to supply the needs.

Pipes are also to be laid and hydrants set in the western portion of the city.

It is proposed to buy more water and pipe line rights in the Verdugo Canyon. At the time of the purchase of the plant three-tenths of the water in the main stream in Verdugo Canyon was purchased. Since then the population served has doubled, but water purchases have been only 40 per cent.

The pumping plant on the San Fernando Road contains one pumping unit with a capacity of 3,000 gallons per minute. As shown above, the increase in the use of water necessitates either the addition of another unit or the refusal of service to consumers who are as much entitled to irrigating water as those who are now using it.

In lowering the water from the Verdugo Canyon to the main reservoir a steady source of about 75 kilowatts of power becomes available. Our contract for power enables us to use this, and the installation of a small water wheel and generator to run without attendant will permit us to cut our power bill by about $5,000 each year. It would be a very unnecessary and extravagant waste to fail to utilize this power, and the proposed bond issue includes slightly less than $10,000 for this purpose.

As stated before, both the water system and electric light system have at all times paid operating expenses, all interest on bonds, and made sufficient allowance for depreciation. The electric light system has at all times paid off its bonds as they became due and financed extensions and betterments out of its profits. The water system cannot finance all of its extensions and betterments out of its profits, as the amount of money required to expand the plant in a rapidly growing town is too large to be met in that way. As long as the town continues its rapid recent growth in area and population, a portion of the new investment necessary to meet the growth must come from an increase in capitalization.

H. B. LYNCH,
Public Service Engineer.

NOTICE OF TRUSTEE'S SALE

Whereas, in a certain Deed of Trust, dated August 9, 1917, executed at Los Angeles County, California, by Adelaide H. Imler (a widow) and Cora Hickman (a feme sole) parties of the first part, the TITLE GUARANTEE AND TRUST COMPANY, a corporation, party of the second part, and M. A. O. Hurd, party of the third part, and recorded August 9, 1917, in Book 6537, page 111 of Deeds, Records of Los Angeles County, California, and on August 23, 1917, in Book 107, page 340 of Deeds, Records of Imperial County, California, to which record reference is hereby made, said parties of the first part, Adelaide H. Imler (a widow) and Cora Hickman (a feme sole) did grant and convey the premises therein described to the TITLE GUARANTEE AND TRUST COMPANY, as trustee, for the use and purposes set out in said Trust Deed, among other uses, to secure the payment of one certain promissory note and interest according to the terms of said note, and other sums of money advanced, and interest thereon, the same being made due and payable to M. A. O. Hurd, the party of the third part.

Whereas, said M. A. O. Hurd, the owner and holder of said note and of $2,596.00 for the purpose of protecting the interests of said trust, all Trust Deed, has been obliged to and has paid out and advanced the sum of said payments and advancements having been made in accordance with the provisions of said Trust Deed, and being secured thereby; and,

Whereas, there has been a default in the payment of the quarterly installment of interest due and payable on said note November 9, 1917, and all subsequent quarterly installments of interest, and a default in the payment of the money advanced in accordance with the provisions of said Trust Deed, and by reason of such defaults said M. A. O. Hurd, the owner and holder of said note and Trust Deed, in accordance with the provisions thereof, on to-wit, February 5, 1919, exercised her option and declared the full amount of the indebtedness immediately due and payable, there being the total sum of $11,109.34 now due and unpaid; and,

Whereas, in accordance with the provisions of Section 2924 of the Civil Code of the State of California, said M. A. O. Hurd, the owner and holder of said note and Trust Deed, on February 13, 1919, caused to be recorded in the office of the County Recorder of said Los Angeles County a notice of such default in the payment of principal and interest and of the money advanced in accordance with the provisions of said Trust Deed and of her election to cause the property described in said Trust Deed to be sold in accordance with the provisions thereof, to satisfy said obligation, which notice of default and election to sell was duly recorded in Book 6804, page 16 of Deeds, Records of Los Angeles County; and a like notice of default and election to sell was duly recorded by the said M. A. O. Hurd on February 14, 1919, in Book 6, page 1, Miscellaneous Records of Imperial County, California.

Whereas, it is provided in said Trust Deed that if there is a default in the payment of any of the principal, interest or money advanced for any purpose, mentioned as secured by said Deed, that upon application of the party of the third part, or her assigns, the party of the second part shall give notice and sell the premises, or as much thereof as shall be necessary to sell to pay the liabilities unpaid secured by the said Trust Deed.

Whereas, said M. A. O. Hurd, the holder of the note secured by said Trust Deed, by reason of the default in payments as stated, has applied to and requested the TITLE GUARANTEE AND TRUST COMPANY, party of the second part, to proceed and sell the granted premises, or so much thereof as shall be necessary to sell to pay the whole of the principal, interest and interest thereon, attorney fees, and all costs, charges and expenses incurred necessary to the execution of said trust; and,

Whereas, said TITLE GUARANTEE AND TRUST COMPANY has demanded payment of said Adelaide H. Imler (a widow) and Cora Hickman (a feme sole) of the sum of Eleven Thousand One Hundred Nine and 34-100 Dollars ($11,109.34), which sum remains due and unpaid.

Now, therefore, notice is hereby given that the TITLE GUARANTEE AND TRUST COMPANY, by virtue of the authority vested in said Corporation as Trustee, will sell at public auction, to the highest bidder, for cash in gold coin, on the 5th day of July, 1919, at the hour of 11 o'clock a. m., of said day, at the western front entrance of the Court House in the City and County of Los Angeles, State of California, all the interest conveyed by said party of the first part, to the party of the second part, by said Trust Deed, in and to all the following described property, to-wit:

Part of Lot Seventeen (17) of Watt's subdivision of a part of the Rancho San Rafael, in the City of Glendale, County of Los Angeles, State of California, as per map recorded in Book 5, page 200, et seq., Miscellaneous Records of said County, bounded as follows: Beginning at a point which is 216.50 feet West and 25 feet South of the Northeast corner of said Lot Seventeen (17); thence West parallel with the North line of said lot, 392.50 feet; thence South parallel to the East line of said lot 18½ rods; thence East parallel to the North line of said lot 392.50 feet; thence North parallel to the East line of said lot 18½ rods to the place of beginning. Also all that real property situated in the County of Imperial, State of California, described as follows:

Tract 200 in Township 14 South, Range 13 East, of the San Bernardino Meridian, California, containing one hundred twenty acres, according to the Official Plat of the survey of said land, approved May 2, 1913; being the land described as the West 80 acres of the Tract 123 and the Northwest quarter of the North half of the Tract 122 in Township 14 South, of Range 13 East, of the San Bernardino Meridian, California, containing one hundred twenty acres, according to the Official Plat of the survey of said land returned to the General Land Office by the Surveyor General, approved March 15, 1919; or so much thereof as shall be necessary to pay the total amount of the principal, interest, advances, charges, and costs accrued, amounting to the sum of Twelve Thousand and 00-100 Dollars ($12,000.00), due and unpaid.

In witness whereof, the TITLE GUARANTEE AND TRUST COMPANY has duly authorized this notice, by the signature of its Vice-President, attested by the Assistant Secretary, who has affixed the Corporate Seal, at Los Angeles, California, this 15th day of May, 1919.

TITLE GUARANTEE AND TRUST COMPANY,
By E. W. SARGENT, Vice-Pres.
Attest: A. R. KILLGORE,
Assistant Secretary.
(CORPORATE SEAL) 223t4fri

NOTICE OF TRUSTEE'S SALE

Whereas, in a certain Deed of Trust, dated October 2, 1918, executed at Los Angeles County, California, by Sarah E. Munn, a widow, party of the first part, the TITLE GUARANTEE AND TRUST COMPANY, a corporation, party of the second part, and Ralph M. Reed, party of the third part, and recorded October 30, 1918, in Book 6754, page 60 of Deeds, Records of Los Angeles County, California, to which record reference is hereby made; said party of the first part, Sarah E. Munn, a widow, did grant and convey the premises therein described to the TITLE GUARANTEE AND TRUST COMPANY, as trustee, for the uses and purposes set out in said Trust Deed, among other uses, to secure the payment of one certain promissory note and interest according to the terms of said note, and other sums of money advanced, and interest thereon, the same being made due and payable to Ralph M. Reed, the party of the third part.

Whereas, there has been a default in the payment of the quarterly installment of interest due and payable on said note January 2, 1919, and all subsequent quarterly installments of interest, and by reason of such defaults said Ralph M. Reed, the owner and holder of said note and Trust Deed, in accordance with the provisions thereof, on to-wit, February 11, 1919, exercised his option and declared the full amount of the indebtedness immediately due and payable, there being the total sum of $892.80 now due and unpaid; and,

Whereas, in accordance with the provisions of Section 2924 of the Civil Code of the State of California, said Ralph M. Reed, the owner and holder of said note and Trust Deed, on February 13, 1919, caused to be recorded in the office of the County Recorder of said Los Angeles County, a notice of such default in the payment of interest and of his election to cause the property described in said Trust Deed to be sold, in accordance with the provisions thereof, to satisfy said obligation, which notice of default and election to sell was duly recorded in Book 6794, page 184 of Deeds, Records of said Los Angeles County; and,

Whereas, it is provided in said Trust Deed that if there is a default in the payment of any of the principal, interest or money advanced for any purpose, mentioned as secured by said Deed, that upon application of the party of the third part, or his assigns, the party of the second part shall give notice and sell the premises, or as much thereof as shall be necessary to sell to pay the liabilities unpaid secured by the said Trust Deed.

Whereas, said Ralph M. Reed, the holder of the note secured by said Trust Deed, by reason of the default in payments as stated, has applied to and requested the TITLE GUARANTEE AND TRUST COMPANY, party of the second part, to proceed and sell the granted premises, or so much thereof as shall be necessary to sell to pay the whole of the principal, interest and interest thereon, attorney fees, and all costs, charges and expenses incurred necessary to the execution of said trust; and,

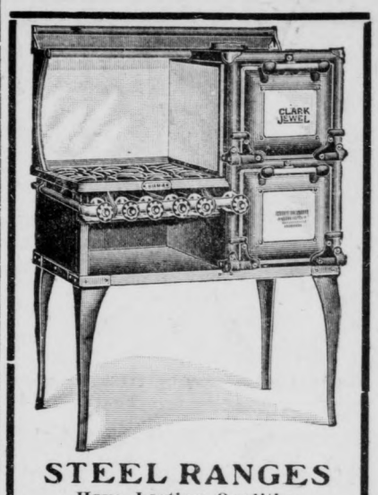
Whereas, said TITLE GUARANTEE AND TRUST COMPANY has demanded payment of said Sarah E. Munn, a widow, of the sum of Eight Hundred Ninety-two and 80-100 Dollars ($892.80), which sum remains due and unpaid.

Now, therefore, notice is hereby given that the TITLE GUARANTEE AND TRUST COMPANY, by virtue of the authority vested in said Corporation as Trustee, will sell at public auction, to the highest bidder, for cash in gold coin, on the 14th day of June, 1919, at the hour of 11 o'clock a. m., of said day, at the western front entrance of the Court House in the City and County of Los Angeles, State of California, all the interest conveyed by said party of the first part, to the party of the second part, by said Trust Deed, in and to all the following described property, to-wit:

Lot Thirty (30) in Block "T" of the Glendale Valley View Tract, in the City of Glendale, County of Los Angeles, State of California, as per may recorded in Book 9, page 157 of maps, in the office of the County Recorder of said County; or so much thereof as shall be necessary to pay the total amount of the principal, interest, advances, charges, and costs accrued, amounting to the sum of Ten Hundred and Fifty and 00-100 Dollars ($1,050.00), due and unpaid.

In witness whereof, the TITLE GUARANTEE AND TRUST COMPANY has duly authorized this notice, by the signature of its Vice-President, attested by the Assistant Secretary, who has affixed the Corporate Seal, at Los Angeles, California, this 15th day of May, 1919.

TITLE GUARANTEE AND TRUST COMPANY,
By E. W. SARGENT, Vice-Pres.
Attest: A. R. KILLGORE,
Assistant Secretary.
(CORPORATE SEAL) 223t4fri



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